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NOVEMBER 2015

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79-93 FOX MUSTANG SHEET METAL

79-93
Deck Lid
\$174.95



79-90, 91-93
Fenders \$59.95

79-93 Complete Floor Pan \$399.95



IN STOCK AT FL, MI, NC PICK UP & SAVE!



Camber Plates
\$179.95
\$230.95 (aluminum)

Bumpsteer
Kit \$167.95

Handle &
Housing
\$209.95

Steeda Autosports is the #1 aftermarket company in Ford performance parts for your 1979-93 Fox Mustang. They have been building high performance parts and accessories for over 20 years. With the design, engineering and manufacturing Steeda utilizes, you can be assured every part will get you the looks, handling and performance you are looking for.

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Looking for a complete kit with the option of either 28 or 31 spline axles? NPD is proud to offer both for 7.5 or 8.8 rear axle with drum brakes.

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87-93 5 lug 31 spline M-2000-7BK



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Live Wires Blue(B), Red(R), Black(K) M-12259-8AD \$105.95
Hot Forged Distributors Red(R), Blue(B) .. M-12127-57P \$269.95



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**X-PIPES
COLD AIR KITS**

We are proud to offer a full line of BBK performance products for your Fox Mustang. Everything from X-pipes to Cold Air Kits, we have you covered. With the largest in-stock inventory, we will have you making more power in no time.

2" ALUMINUM COWL HOOD

Wanting to add a cowl induction hood to your ride with the weight savings of fiberglass but the bracing of factory hoods? NPD has the answer with a 2 inch aluminum hood for 1987-93 models. Cowl induction steel hoods weighs 42lbs, this aluminum hood checks



in at only 17-1/2lbs. Use your factory hinges and hardware; no front pins or other hold downs required! \$499.95



ALL INTERIOR ITEMS IN STOCK!

Looking for a quality interior or have your door panels seen better days or what about that factory seat foam? Well NPD and TMI have teamed up to give you what you need! NPD is proud to offer TMI's popular Fox body Mustang items and they are in stock, NOT Drop Shipped like so many other suppliers do. So weather your calling in a order, going online or walking up to the counter you can rest assured that NPD has you covered.



LOGO DOOR SCUFF PLATES WITH EMBLEM

These scuff plates are made using the Original Ford Tooling to ensure proper fit, then are CNC machine to cut out a recessed pocket for an actual "5.0" fender emblem or "Mustang" trunk emblem. They are available in black only, but can be painted to match your color interior.

79-93 Black, w/ 5.0 emblem, pair M-013208-14AAE \$53.95
79-93 Black, w/ Mustang emblem, pair M-013208-14AME \$53.95



NOW AVAILABLE 79-81 FUEL TANKS

NPD is proud to offer Fuel tanks for 1979-81 model years.
79-81 (before 4/81) M-9002-1A \$189.95



HEAD LIGHT KITS

These quality reproduction head light kits are designed to replace your worn out yellowed factory head lights. They are available in many different styles with pricing starting at \$89.95



87-93 TAIL LIGHT LENSES

RH M-13450-9A LH M-13451-9A \$61.95 each

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This is a 1-piece design that does not require gasket sealing compound like the OEM. They are made from closed cell foam that resists weathering and does not absorb moisture. They are designed for a perfect fit on all factory style housings.

83-93 M-13A495-4CK \$39.95



QUARTER LOCK PILLAR SEALS

These convertible door jamb area seals have been a long awaited.

83-93
M-28182-1AP
\$29.95 pair

VACUUM OUTLET DISTRIBUTION TREE

U.S.-MADE FROM ORIGINAL TOOLING



This unit is designed to replace your factory broke or brittle factory unit. They are made in the USA using the Original Ford Tooling. So if you are looking for the right OE style part this is the unit for you.
86-93 5.0L \$21.95



These units are sure to improve your ride quality and performance needs of your Fox Mustang.

79-93 Front Strut 90/10 M-18124-4LA \$144.95
79-93 Front Strut 70/30 M-18124-4LB \$144.95
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Designed to improve traction and performance.

79-93
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Red M-5A651-2RK
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2mm thick aircraft grade aluminum, fully TIG welded for strength and durability.

2 Row 3 Row 4 Row
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These units feature the correct grain and texture like originals. They are not a painted unit, but are made from color matched materials for a long lasting finish. The tooling for this item was adjusted several times, resulting in a perfect fit. Available in four colors

Black, Smoke Gray, Scarlet Red, Titanium \$32.95



FRONT LOWER CONTROL ARMS

These units are designed to fit and finish like original units. Complete with ball joints and rubber bushings.

87-93 RH.. M-3078-4A \$159.95
87-93 LH.. M-3079-4A \$159.95



GRILLE INSERT AND ORNAMENT

These grille inserts are made from Original Ford Tooling and are designed to give your Mustang that Cobra look. Top that off with a matching running horse ornament and your conversion is complete.

87-93 Insert.....M-8200-8A \$32.95
87-93 Ornament.....M-8213-1A \$16.95



OUTSIDE DOOR HANDLES

Our reproduction units are made of quality metal and are designed to replace the factory plastic units. They are available in both bright or black finish.
79-93 Each \$5.50
Mounting Kit \$1.95



WINDSHIELD MOLDING SET



This molding set is made from Original Ford Tooling for a perfect fit and finish. Each set includes the upper and left/right side moldings with durable black powder coat finish. Illustrated step by step removal and installation instructions included.
79-93 W/ Black appearance
M-03148-1BK \$124.95

PARKING BRAKE CABLE & EQUALIZER

Designed to be a direct replacement for broke or missing factory unit.
87-93 M-2A603-1B \$39.95



Pre-molded in a black high gloss finish this hose kit not only looks show ready but performs as well.
86-93 5.0L w/ factory A/C..... M-8260-30SB \$89.95

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65-73 MUSTANG
79-93 MUSTANG
55-57 THUNDERBIRD
48-79 F-SERIES TRUCK
80-96 F-SERIES TRUCK
66-96 BRONCO

“NPD IS PROUD TO SPONSOR 15X TRUE STREET CHAMPION CHRIS ESCOBAR



Scan here to view a video of Escobar's latest creation. Keep on eye on his True Street 2015 season. NPD provided the quality restoration items used in this remarkable car.



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MUSTANGS
& FAST FORDS**
YOUR 4.6 & 5.0 POWER SOURCE



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« Your guide to packaged power.



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TO FOX BODY!**
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LOWER CONTROL ARMS**

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Quickly replace high wear components!



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ASSEMBLY PAIR**

17"

PONY WHEEL & TIRE KIT
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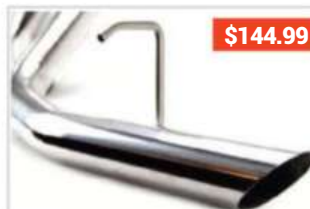
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Improved exhaust flow, and great for rusted or damaged stock pipes!



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Restore charging, looks, & cooling power to your 5.0L! Budget friendly and installs easily! Black finish.

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- Increased HP & TQ!
- Bright Chrome Finish
- Die Stamped Flanges
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1989-93 BBK 5.0L BLACKOUT COLD AIR KIT

Blackout series cold air kits draw cooler, denser air from the fenderwell for more HP & increased throttle response!



\$189.99



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Adds stiffness and strength far beyond that of the OEM versions while offering versatility like no other. Easily adjusts for AODE, 4R70W, TR-3550 and C6 transmissions. Includes polyurethane bushings!



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- Improved Handling & Cornering
- Easily Adjustable
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- Adjustable Length
- Billet Aluminum Quadrant
- Billet Firewall Adjuster

\$104.95



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1987-93 2.5" FIBERGLASS COWL HOOD

- More Underhood Airflow
- 2.5" Rise
- White Gel Coat Finish
- Fully Finished Underside



LATE MODEL RESTORATION

79-93 TOP MODS

These parts top the list for your Fox Body!
SHOP MORE TOP MODS ONLINE!



5.0L/5.8L 170CC ALUMINUM CYLINDER HEADS

Lightweight aluminum heads are the perfect upgrade for your 5.0L!

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- 70MM Opening
- Polished Finish

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DURBAN WHEEL & TIRE KIT
18X9/18X10.5 NITTO TIRES! **\$2079.99**

94-04 TOP MODS

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SVE
SPECIAL VEHICLE EQUIPMENT

1996-04 4.6L GT THROTTLE BODY & PLENUM KIT

75MM opening brings in more air for more HP & TQ on your GT!

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Increase visibility & looks! Includes our no hassle 1-year warranty!

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SVE
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- Increased HP & TQ
- Cooler, Denser Air
- Black Powdercoated Finish

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TODAY'S PERFORMANCE

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Perfect for your faded or damaged cowl grille! 1pc design.



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1994-98 ODOMETER GEAR REPAIR KIT

Restores proper function of odometer & trip readings!



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1999-04 STIFFLERS ADJUSTABLE TRANSMISSION CROSSMEMBER

- Easy To Adjust
- Allows More Exhaust Clearance
- Lighter Weight Than OEM
- Polyurethane Bushings

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SPEC CLUTCH KITS

Fix a burnt, slipping, or grinding clutch Mustang with a quality clutch kit from Spec! USA made components ensure smooth operation and great street performance!

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1996-04 4.6L OFFROAD X-PIPE

- Increased HP & TQ!
- Aggressive Sound
- 2.5" Aluminized Steel
- Direct Fit

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Exhaust

1996-04 MIL ELIMINATORS



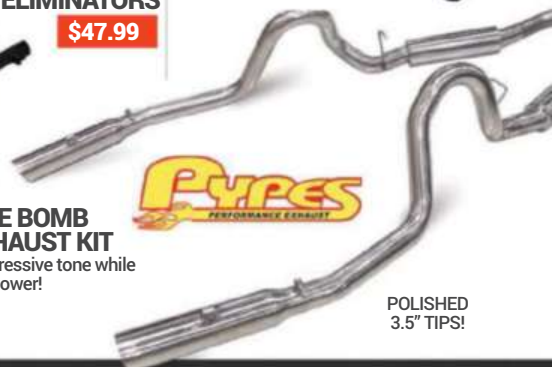
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1979-04 PYPE BOMB CATBACK EXHAUST KIT

Get a deep new aggressive tone while adding extra horsepower!

\$389.99



PYPES
PERFORMANCE EXHAUST

POLISHED 3.5" TIPS!



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SVE progressive rate springs lower your 'Stang & improve handling in any situation!

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- Stores 10 Custom Tunes
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- Built In Wi-Fi

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2015 GT 5.0L JLT COLD AIR INTAKE

Better flow, & more horsepower for your new 2015 Mustang GT!
Easy installation!



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2011-14 5.0L/5.4L ROUSH AXLE BACK

- Aggressive New Tone
- Stainless Steel Construction
- Chrome Flashed Stainless Tips
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- Boss Styling For GT/V6
- OE Ford Part
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**2005-14 SVE DRIFT
19" WHEEL & TIRE KIT**
Mounted & Balanced, Ready to Install
19x9.5 Flat Black Wheels + Nitto Tires!



\$1699.99

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**2005-14 SVE
SERIES 3 WHEELS**
Latest addition to the SVE lineup!
19" & 20" available in 3 finishes!

FROM **\$279.99**

05-15 TOP MODS

These parts top the list for your S197 or new S550!

SHOP MORE TOP MODS ONLINE!

ALSO AVAILABLE IN



POLISHED TIPS

\$699.99

BLACK TIPS

\$832.39



2015 GT GIBSON CATBACK EXHAUST

Give your S550 Mustang the wild howl of American V8 muscle that it deserves! Includes 4.5" tips!

2005-14 HOOD STRUT KIT

- Replaces Hood Prop Rod
- Easy Install
- Bolt On, No Drilling Required
- Black Finish

\$79.99



NEW!



2015 GT RESONATOR DELETE X-PIPE

- Cut & Clamp Design
- 2.5" Diameter Piping
- Increased HP & TQ
- Throaty New Sound!



NEW!

\$124.99



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✓ **2011-14 BOSS 302
INTAKE MANIFOLD**
Increase HP&TQ for your coyote!

\$499.99

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These FRPP parts top the list for your Mustang!
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**1979-04 ALUMINUM
DRIVESHAFT 28 SPLINE**
A great upgrade for your Mustang!
Improves acceleration, reduces
unsprung weight, and creates a
smoother ride!



\$309.99

**1986-04 24LB FUEL
INJECTOR & ADAPTER KIT**
Upgrade to these bigger injectors to
give your engine the fuel it needs to run
efficiently! Includes adapters! Sold as
a set of 8 injectors and 8 adapters.

\$219.99



**1985-95 5.0L/5.8L
PERFORMANCE HYDRAULIC
ROLLER LIFTERS**
Direct replacement for OE, but allows
200-300RPM higher rev!

\$199.99



**5.0L/5.8L SPARK
PLUG WIRE SETS**
Easy installation & looks great under
the hood! Variety of colors available!

\$44.99



**2011-14 5.0L/5.4L
GT500 AXLE BACK**
5-Star top seller! Get a deep,
muscular tone out of your GT!
Stainless steel construction,
includes polished 4" tips and is
a direct bolt on!

\$499.99



2011-15 5.0L COYOTE BLUE COIL COVERS

Quick and easy eye catching mod to set
your 5.0L apart from the rest! Features
POWERED BY FORD engraved text and
popular blue finish!

\$79.99



2015 5.0L X-PIPE

Increase power & sound in
your 2015 Mustang with Ford
Racing's cut & clamp X-pipe!

\$229.99



2015 2.3L ECOBOOST SPORT AXLEBACK

More HP & TQ from your ecoboost!
Powerful new sound, stainless steel
tubing & 4" chrome tips!

\$789.99

2005-14 GT500 BREMBO BRAKE KIT

Size matters! The biggest factory brake setup
available for a Mustang to your 2005-2014
GT or Boss 302! 6-piston Brembo calipers,
15" front rotors/13.8" rear rotors, direct bolt
on Ford parts!



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3.73 REAR GEAR KIT

Eliminate the guesswork on your
next 8.8" gear swap! This kit has
everything you need. Improved
acceleration and quicker take offs!
Includes gear set, gear oil, friction
modifier & master bearing kit!
[More ratios available online!](#)

\$255.99



2011+ 5.0L 4V COYOTE CRATE ENGINE

Join the craze and make the swap
to an awesome 2011+ 5.0L Coyote
crate motor! Lightweight aluminum
block, high revving & awesome
baseline power! The next revolution
in engine swaps!

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426HP/390TQ
2 YEAR / 24K MILE WARRANTY



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Showtime

My office for the day is about 30,000 feet above ground, and I'm actually heading back from Mustang Week in Myrtle Beach, South Carolina. To be upfront, this was my first year there and I really didn't know what to expect.

All I heard about Mustang Week was that it's a monster show with things to do daily. After spending a full week there, I have to admit—it was pretty incredible. Mustang Week begins with the initial meet and greet, which then extends to the autocross, drag racing, car show, and my personal favorite, the *Muscle Mustangs & Fast Fords Pro Dyno Shootout*.

With the location being such a prime spot, we're talking many folks taking the week off and bringing the entire family into the fun. The good news is that if you have little ones, you can also spend quality family time at the beach, the water park, or at any number of other attractions. For us, it was all about checking out the entire scene, getting day-to-day coverage for our Mustang-360.

If you think you've been to an epic car show, this might change your mind.



com supersite, and nailing down killer car features for the months to come.

While I don't want to divulge too much, especially since we're covering Mustang Week in its entire glory next month, I'm still in awe over the past seven days and wanted to express just how insane it was. For our dyno challenge, we hand-picked 10 cars prior to the event. During the event we had nearly 500 people crowding up to check out the action. On Saturday there were 3,000 cars and over 11,000 spectators—are you starting to get the picture? It was huge.

I also want to congratulate Craig Partridge, who won the *MM&FF Pro Dyno Shootout* with his 2012 Shelby GT500 convertible. He put down 817 hp to the rear wheels and made it look easy. Another shout-out goes to Bobby Scherker for taking the *MM&FF Editor's Choice* award with his 2004 Mach 1. His ride is absolutely gorgeous; the modifications were well executed, and it is a complete work of art.

So if you were on the fence about attending, plan to be there in 2016. Mustang Week is a show you don't want to miss. It truly offers something for everyone. **HDLS**



NEW! 2015 MUSTANG PARTS #CERVINIS550



2015 Mustang Quarter Window Louvers
Part #4447.....visit cervinis.com for pricing



2015 Mustang Upper Grille
Part #4444.....\$249.99

2015 Mustang Lower Grille
Part #4445.....\$179.99



2015 Mustang Lower Side Scoops
Part #4439.....\$189.99



2015 Mustang Type 4 Hood w/ Louver Inserts
Part #1232.....starting at \$699.99
2015 Mustang Hood Louvers
Part #4446.....\$189.99



2015 Mustang Pedestal Spoiler
Part #2231.....starting at \$399.99



2015 Mustang GT Side Exhaust Kit
Part #8069.....visit cervinis.com for pricing
2015 Mustang Chin Spoiler
Part #4442.....\$289.99



2010-2014 Side Exhaust with Skirts & Rear Valance
Cat-back stainless steel 3" exhaust system featuring stainless steel mufflers and polished cast-aluminum lips. 4.6L & 3.7L systems are also available.....starting at \$1,439.99



2013-2014 GT300 Style Upper Grille - Part #4413.....\$199.99
2013-2014 GT300 Style Lower Grille - Part #4414.....\$139.99
2013-2014 GT300 Style Chin Spoiler
Part #4415.....starting at \$199.99



2013-2014 Upper Billet Grille
Part #7276.....Black or Brushed finish.....\$139.99
2013-2014 Lower Billet Grille
Part #7277.....Black or Brushed finish.....\$99.99



2013-2014 Stalker Body Kit
Hood, upper & lower billet grilles, chin spoiler, window louvers, side scoops, skirts, wing & rear valance.....Part #9053.....starting at \$1,999.99
2013-2014 Stalker Rear Valance - Part #4416.....\$349.99



2013-2014 Ram Air Hood
Part #1222.....\$639.99
2013-2014 C-Series Chin Spoiler
Part #4395.....\$199.99



2010-2012 Type 4 Ram Air Hood w/ Louvers
Part #1226.....\$639.99
2005-2009 Type 4 Ram Air Hood w/ Louvers
Part #1225 (not pictured).....\$639.99
2010-2012 Upper Billet Grille - Available Black or Brushed finish Part #7253.....\$169.99



2010-2014 GT500 & 2013-2014 Mustang 4" Cowl Hood
Part #1223.....\$599.99



10-12 GT/CS Chin Spoiler Splitter Combo
One piece single molded design in a textured matte black finish, manufactured by Cervini's. Fog lights are optional.
Part #4418.....Without fog lights.....\$299.99
With fog lights.....\$399.99



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HORSE'S

THE LATEST NEWS IN THE FORD WORLD

BY AGUSTIN JIMINEZ

MOUTH



Chris "BoostedGT" Hamilton Coming to NMRA All-Ford World Finals

Chris "BoostedGT" Hamilton from Discovery Channel's hit television show *Street Outlaws* will attend the NMRA All-Ford World Finals at Beech Bend Raceway on October 3, 2015. He will sign autographs for fans and race in the first ever Grudge Night after hours during the 17th Annual Nitto Tire NMRA All-Ford World Finals. This is the largest NMRA Keystone Automotive Ford Nationals event of the year, and it takes place at Beech Bend Raceway Park in Bowling Green, Kentucky, the weekend of October 1-4, 2015. BoostedGT, who holds the No. 5 spot on the *Street Outlaws* infamous 405 List, will sign autographs, hang out with racers, and take pictures with NMRA's fans all day Saturday, October 3.

That's not all though. The action will go well into the evening with the NMRA Grudge Night kicking off when BoostedGT takes on other smack-talking, street-racing Mustang owners in a heads-up and wheels-up battle for supremacy at the NMRA World Finals. Naturally you can expect big money to get thrown down and put on the line as the baddest Mustangs attempt to take down the *Street Outlaws* star.

BoostedGT will race his Team Z Motorsports-built 2003 Ford Mustang SVT Cobra powered by a small-block Ford that is appropriately boosted by a Precision turbocharger. His Mustang is the first small tire car to crack into the top half on the *Street Outlaws* 405 List.

2015 Ford Focus RS Will Make 345 HP

Ford has finally announced how much power the all-new Ford Focus RS will put out, and it looks like it's going to take the hot hatch segment by storm. The Focus RS will put out 345 hp from its unique version of the 2.3L EcoBoost engine that originally debuted in the 2015 Ford Mustang. The high-performance hatchback made its global public dynamic debut while being driven by Ken Block at the Goodwood Festival of Speed. The Focus RS is the first RS model equipped with selectable drive modes, including an industry-first Drift Mode that

allows controlled oversteer drifts and Launch Control.

The Focus RS was fine-tuned to ensure that the engine delivered excellent low-end responsiveness as well as a powerful midrange that could pull it through the corners with ease. The 2.3L EcoBoost engine will scream all the way up to a redline of 6,800 rpm. The torque band offers plenty of grunt, delivering a maximum of 324 lb-ft of torque. But if you want a little more, the Focus RS can put out an extra 23 lb-ft of torque (347 lb-ft) for up to 15 seconds on transient overboost during hard acceleration.




Ford GT Returns to 24 Hours of Le Mans in 2016



Ford has announced that it will make a return to Le Mans in 2016 with the all-new Ford GT supercar to compete in the LM GTE Pro class, 50 years after Ford clenched the entire podium at the 1966 24 Hours of Le Mans with the Ford GT40. The all-new Ford factory program will compete in both the FIA World Endurance Championship and TUDOR United SportsCar Championship with a two-team, four-car effort spearheaded by Chip Ganassi Racing with Felix Sabates.

The new Ford GT race car will make its competition debut January

2016 in the Rolex 24 at Daytona, Florida. While the Ford GT race car bears an obvious resemblance to the original GT40, this car features a number of innovations that Ford believes will not only make it competitive in LM GTE Pro but also ultimately position Ford to provide benefits to each vehicle in the Ford lineup.

Needless to say, we're definitely looking forward to the all-new EcoBoost-powered Ford GT getting out on the track at the 24 Hours of Le Mans. 

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ON THE TRACK



REALTY LIGHTER

BY STEPHANIE DAVIES • PHOTOS BY KEITH KEPLINGER





WHEN SHARAD RALDIRIS OF LEHIGH ACRES, FLORIDA, BOUGHT THIS 2011 MUSTANG GT IN OCTOBER OF 2013, HE ALREADY HAD THE OWNERSHIP OF THIRTY MUSTANGS UNDER HIS BELT.

The self-proclaimed sufferer of “automotive ADD” deals with an issue dear to many of our hearts. He builds cars and quickly sells them to move onto something new.

Raldiris daily drives a 1986 Mustang 5.0L and has another four-eye that he plans to turn into a drag car, but he had interesting plans for the 2011. “I usually build them into drag cars,” he tells us, “but this time I wanted something more versatile like a GT500, only better. I think I nailed it.”

He continues, “I didn’t just want impressive speeds. I wanted a usable car that is fully functional. Last year I drove it two hours to Palm Beach International Raceway, ran 10s on pump gas, and drove it home. The following week I drove it to Sebring and didn’t have any trouble keeping up with super cars. I also

drive it to car shows all over the country. I drove it 10 hours to NMRA Atlanta, and I plan to drive it to Myrtle Beach for Mustang Week.”

The stock 302 sits beneath the hood of The Stealth Fighter, bored 0.010 over and stuffed with Diamond forged pistons and Manley H-beam connecting rods. The 10:1 compression engine was built by MPR Racing Engines of Boynton Beach, Florida. The stock cylinder heads were equipped with a PAC valve spring and retainer kit and ARP studs with an MPR-honed torque plate, before the Mustang was graced with a ProCharger D-1SC Stage 2 supercharger producing 13 pounds of maximum boost. The supercharger features an open race blow off valve and eight-rib drive with ATI balancer, and a ProCharger Stage 2 sheetmetal intercooler. The PMAS



HPX-F mass air was relocated to the throttle-body inlet tube.

"The mass air system was flow-tested at PMAS for proper mass air transfer, which is necessary for a perfect tune," explains Raldiris.

A JMS fuel pump booster helps deliver adequate pump gas to the 60-pound injectors from Deatschwerks. Speaking of tunes, Jim LaRocca of Monroe Township, New Jersey, handled that portion of the build.

Exhaust is carried through American Racing Headers 1 7/8-inch full-length headers with Jet-Hot 2500 ceramic coating before entering a 3 1/2-inch X-pipe from ARH, and finally Magnaflow street mufflers. Raldiris shifts the Mustang through its stock manual six-speed transmission combined with a Ram Force 9.5 Dual 300-Series Disc clutch with a McLeod braided clutch cable. Ford Racing 3.73



“
The car
corners like
it's on rails.”
”



gears reside in the rear.

The suspension features Air Lift Performance 30-way adjustable struts with air lift bags, and an Eibach adjustable sway bar up front. In the rear, UPR Products Pro Street Double Adjustable upper and lower control arms reside with the same Air Lift Performance 30-way adjustable struts and bags and another Eibach sway bar. UPR also provided the double adjustable Panhard bar and brace.

Raldiris says, “I named the car The Stealth Fighter because it is both subtle and aggressive. It doesn’t scream, ‘Look at me!’ It flies under the radar. But the more you look at it, the more you can see that it is an outrageous machine. It drives that way as well—at part throttle it is very quiet just cruising around town. But as soon as you lay into the pedal it is a rocket ship!”

Stealth mode is achieved with a variety of aftermarket additions. Sitting in all four

corners are 20-inch Forgeline GA1R open-lug race wheels (finished in transparent smoke) wrapped in Nitto Invo rubber up front and Mickey Thompson drag radials in the rear. Baer 14-inch six-piston brakes supply the braking power at the top of the quarter-mile.

“The car corners like it’s on rails with the UPR and Air Lift suspension, stops on a dime with its Baer brakes, and accelerates like a race car,” says Raldiris.

UPR billet swag (antenna, fuel door, and 5.0 emblems) gives the Mustang a clean look. Diode Dynamics HIDs shine through Raxiom smoked projector headlights, matching the taillights. A GT500 spoiler was added, as were Boss front and rear valances, a Ford Racing World Challenge splitter, and a Roush grille and side splitters. The satellite antenna was custom-smoothed, as was the faux gas cap, before the windows and lenses were tinted.

The car has run a best of 10.89 seconds at 128 mph with a 1.63-second 60-foot. Raldiris told us the build makes around 700 hp. He also told us that he has quite a few people to thank for their help with the Mustang, including his father, his wife, Mark at UPR Products, Jim LaRocca, Ike at MPR Racing Engines, Todd at Forgeline, Rick at Baer, and Jeremy at Air Lift. He says, “I was blessed with a great group of friends who turned my vision into reality!”

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BY JUSTIN FIVELLA • PHOTOS BY THE AUTHOR





VEN THOUGH GEARHEADS ARE FAMILIAR WITH THE ADAGE “THERE’S ALWAYS SOMEBODY FASTER, LOUDER, OR NICER,” IT DOESN’T STOP US FROM OCCASIONALLY GETTING AHEAD OF OURSELVES.

Like clockwork, after a few trophies or victories our egos swell and the smack talk starts. That is, until we undoubtedly fall victim to the adage and are again humbled back to reality. While many take the inevitable attitude adjustment in stride, others don’t live well with defeat. These ferociously competitive souls use defeat as motivation to build a faster, better, more perfect Mustang.

“After I had the car painted Grabber Blue I thought I had a show-winning combination,” says Julio Gonzalez. “I took it to a local show



and was impressed with the high level of competition. My competitors had tons of custom work, aftermarket doors, superchargers, sophisticated sound systems, and full custom interiors.”

He came home empty-handed. But instead of letting that deter him, he decided that the only solution was, as he described it, to step up his game.

“That first car show I entered was humbling, but I used the defeat as motivation and it made me dedicated to winning,” Gonzalez says.

Gonzalez set out to build the



show-stopping combination you see here. But before we delve into the combo, we should start at the beginning.

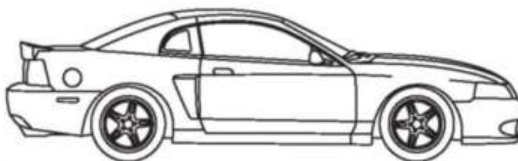
Gonzalez says, "I'd wanted a Mustang since I was a kid, and in 2011 I finally had enough money to buy one. I really wanted a Grabber Blue 2011 GT, but the prices were just too high, so I bought a bone-stock 2005 Mineral Gray GT with 44,000 miles on the clock."

He liked the old-school style of the S197 but wanted the reliability and tunability of a modern car.

"I didn't have plans of extensively modifying it," he says. "Instead, I thought I'd keep it for a year or two and trade it in for a Grabber Blue Coyote."

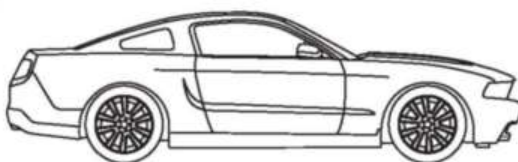
A year later he was down at the dealer itching for a trade, but when prices on Grabber Blue Coyotes were

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still too steep, he decided to build his own Blue Beast.

"Prior to the complete respray, the car was largely stock, save for a shorty antenna, but the minute I realized I couldn't afford to trade for a Coyote, I was down at the paint shop just one week later," says Gonzalez.

The S197 emerged with the flawless blue paint before you, albeit with fewer body mods at the time, but still a beauty nonetheless. Then of course came the aforementioned car show, which at first humbled him and then fueled him.

In the ensuing years, the Grabber Blue 3V saw numerous wheel/tire combos, many different body modifications, and an overall

evolution. Rather than recapping all of the iterations that have led to its current state, let us dive into the current combo.

"I wanted to be different," says Gonzalez, "so instead of a takeoff M90 blower from an RS3, I went for a VMP TVS1900 supercharger upgrade kit designed for an RS3 since I eventually want to build the motor and make 700 hp or more."

Beneath the VMP blower you'll find Ford Racing Hot Rod cams and a twin 62mm throttle-body, an Airaid cold-air intake, BBK long tubes and X-pipe, and a Pypes Bomb exhaust system. All that boost is met with equal parts fuel thanks to Scott Drake fuel rails and 39-pound injectors.

Other underhood necessities include a Mishimoto oil separator and plenty of stainless steel tanks, a Moroso power steering unit, and Canton coolant expansion tanks. Did we mention that Gonzalez does all his own wrenching? Yep, even the cams and the blower install.

He says, "Everyone buys stick cars, and I wanted to be different, so I went for the automatic transmission and don't regret it at all."



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The stock 5R55S transmission is fortified with a TCI StreetFighter shifter that's drag-car cool along with a one-piece aluminum driveshaft that spins 4.10:1 gears from Ford Racing. The steeper gears offset the increased diameter of the 20-inch TSW wheels wrapped in 245/40-20 front and 275/35-20 rear Falken FK452 rubber, which hide Grabber Blue painted stock calipers that grab drilled and slotted EBC rotors.

"I spent a lot of time selecting wheels that I'd never seen on a Mustang and in a size that is unusual," says Gonzalez. "That's why I chose these 20-inch TSWs with the black finish. They just look right against the Grabber Blue paint and the black stripes."

Beautiful paint is nothing without a solid canvas. Gonzalez ditched many of the factory body panels for plenty of aftermarket pieces.

He says, "The Trufiber fenders, hood, and front bumper really changed the look of the car."

Cruizin' Concepts Stealth dual halo projector headlights with LEDs and HID bulbs, along with a GT500 chin spoiler and custom front splitter (as well as plenty of smoked lights), set the tone on the front side. The aftermarket goodness continues down the flanks with Shelby aluminum side window covers and Agent 47 mirrors that lead to the rear of the car.

"I wanted a blend of old school and modern looks, so I went with aluminum rear window louvers and Raxiom fifth-gen taillights along with a Trucarbon trunk lid and an APR diffuser," he says.

All that style is nothing without stick. Gonzalez added plenty of suspension components to slam the stance and keep it flat in the corners.

He says, "The combination of the Steeda Rear Seat X-Brace and the GT500 strut-tower brace significantly stiffened the chassis."

Of course, the Eibach Pro-Kit struts and

shocks, combined with H&R Sport springs, complement the chassis bracing and look great whether the hood or the doors are popped.

Speaking of pop, inside the cabin, the combination of chrome, Grabber Blue, and carbon fiber continues the excellence of the exterior. Inside you'll find plenty of Trucarbon accent pieces along with Grabber Blue door inserts, a MOMO steering wheel, a Corbeau harness bar and harnesses, Ford Racing and PLX gauges, and a killer sound system with a Kenwood head-unit controlling Rockford Fosgate amps, capacitors, and a pair of 12-inch subs.

With a mile-long mod list and enough trophies to fill a small room, one might think Gonzalez would be done with his beastly blue Mustang, but he has no plans of stopping.

"I'm going to build the motor soon and plan to add a bunch more aesthetic mods like a wing and Corbeau seats," he says.

Yes folks, he's still got plenty more mods in mind because he abides by the notion that a project car is never complete.

He says, "Myself and the others from Capital Mustang Car Club believe that your car can never remain the same. Even if everything is modified, there's always something that can be changed." Ah, the endless pursuit of perfection!

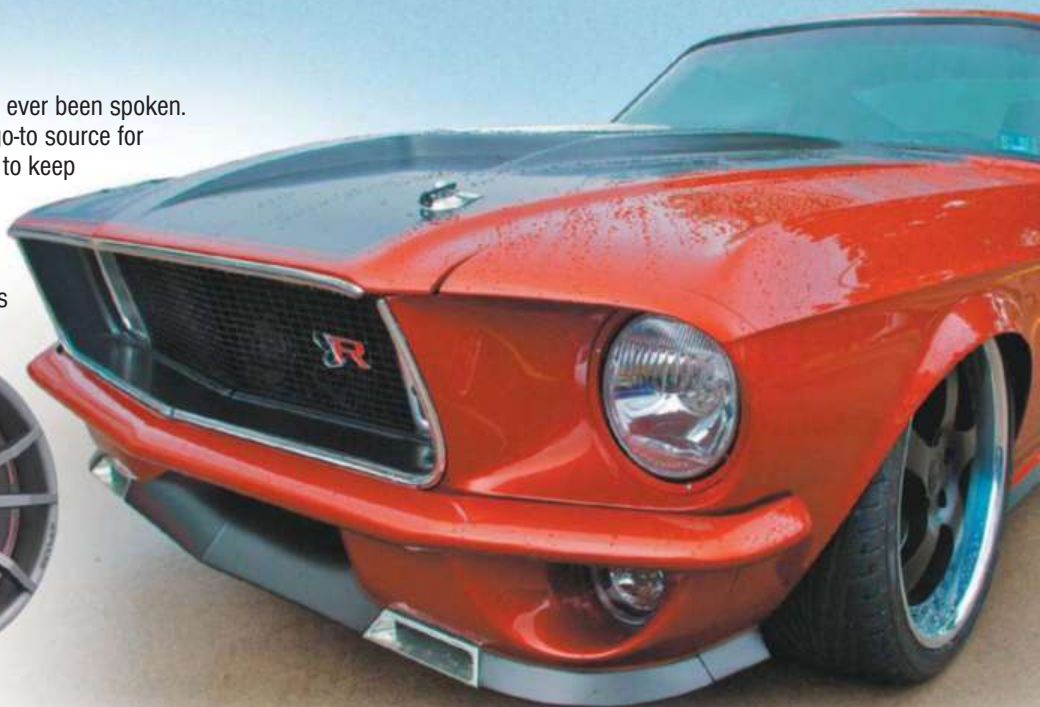
Gonzalez would like to thank Taron Young and Michelle Taitano for all their support and Angel at AMC Services for all his help. 📷



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» ZEX offers a variety of wet and dry nitrous kits including this EFI V-8 Universal Wet Nitrous System. It's designed to work on stock type engines but is engineered to perform on boosted engines as well.



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BY EVAN J. SMITH » PHOTOS BY THE AUTHOR



ARE you looking for a bump in performance? Chances are you have many options. Some enthusiasts enjoy the challenge of keeping it all motor, while others take advantage of the benefits offered from nitrous oxide. With nitrous, you can bump power without digging into the engine. You maintain factory idle quality, drivability, and fuel economy—but with insane power on demand.

« We installed ZEX kit PN 82023, which sells for around \$600 from Brothers Performance.

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Companies like ZEX have upped the ante with advanced kits that offer Active Fuel Control, TPS Activation, and Fuel Shear Technology. In fact, with an adjustable nitrous kit, you can add a small punch or a big one. If your Mustang is older, and the engine has some miles on it, you may be after a small increase in power to keep your ride exciting. That was the case with a Cobra we

recently encountered.

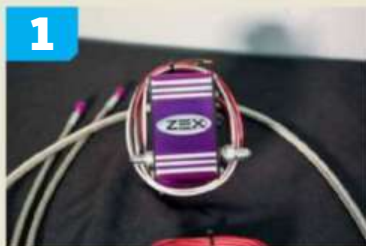
The owner was looking for a few extra ponies to rip around with. He wasn't looking to invest in a new engine or a blower kit. He decided on a ZEX nitrous kit (PN 82023, around \$600) for his 1998 SVT Cobra Mustang. We installed the kit at Brothers Performance in Deland, Florida, and tested the Mustang before and after on the in-house

Dynojet chassis dyno.

Nitrous gives your engine extra oxygen. Combined with the extra fuel, big power results. Brothers Performance offers a wide range of nitrous oxide kits, along with nitrous accessories, so you can get the most from any system.

But simple doesn't mean low-tech. This ZEX kit uses Active Fuel Control, which is a nitrous tuning and safety

1



This is the ZEX Nitrous Management Unit (NMU), which controls the flow of fuel and nitrous.

2



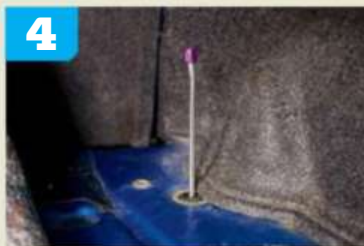
Fuel and nitrous are injected by this unique nozzle, which allows you to adjust the jetting. The kit comes with an assortment of jets.

3



Before you install any of the kit, we recommend planning the best location for items such as the NMU as well as the nitrous bottle itself.

4



We removed the grommet located in the trunk and fed the nitrous line through it. This will connect the bottle to the fuel rail.

5



From there, we marked the location for the nitrous bottle brackets. We realized the location was directly above the fuel tank, so we raised the car and lowered the tank prior to drilling.

6



Next we mounted the brackets.

7



Then we slipped the bottle into place.

8



We fed the nitrous line to the front of the Cobra Mustang.



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feature. Explains ZEX's tech department, "In your engine a vacuum is created as nitrous is sprayed across the open end of the nozzle's fuel transfer tube. As bottle pressure rises or lowers due to bottle temperature changes, the speed of the nitrous discharge varies to the same degree. This causes the level of vacuum draw in the fuel transfer tube to vary as well. This vari-

able vacuum draw causes the ZEX nozzle to actually 'pull' more or less enrichment fuel into the engine. This means your engine never runs dangerously lean or overly rich. The nitrous tune-up stays dead-on for maximum engine safety and power at all times."

Often you hear the terms "dry" and "wet" as they relate to the actual nitrous system. A dry system injects

nitrous only; a wet system supplies nitrous with additional fuel. Furthermore, nitrous can be injected before the throttle-body (or just under the carburetor), or directly into the ports in the intake manifold.

Another great feature is the Throttle Position Activation. "For years, nitrous systems have been activated by use of crude push buttons and throttle arm activated micro

9



We removed the BBK intake elbow and found a nice spot for the NMU on the inner fender.

10



With that, we installed the feed lines to the nitrous nozzle and picked a location in the elbow to tap into.

11



Next, we drilled and tapped the elbow, making sure the nozzle would be positioned properly once installed.

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switches," ZEX explains. These components are complicated to install and setup properly and are prone to failing due to vibration and geometry. ZEX solves this problem by integrating microprocessor control circuits into the nitrous systems so that they "learn" the voltage curve of an engine's throttle position sensor. "This enables our nitrous systems to activate at wide-open-throttle, precisely

and reliably, every time," says ZEX.

We installed the universal wet system for 1986 to 2004 V-8 Mustangs. The system is relatively easy to install and takes an afternoon. One thing that speeds the process is the ability to tie into the factory fuel rail (using the Schrader valve) to get extra fuel. This works well with basic kits, which offer a power increase from 75 to 125 hp.

ZEX has also worked hard to perfect the Fuel Shear Technology, which injects enrichment fuel using a fuel transfer tube. "This tube allows the ZEX nozzle to directly inject fuel into the highest velocity area of the nitrous plume," ZEX explains. "This high-speed nitrous shears the fuel away from the tube, atomizing it to levels other nozzle designs never achieve. This high level of atomiza-

12



We then removed the Schrader valve and installed the supplied fittings and lines.

13



With the hardware installed, we selected the jets to give us an increase of 75 hp.

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tion ensures perfect fuel distribution from cylinder to cylinder so that one cylinder is never dangerously rich or lean."

Brothers Performance says, "This ZEX Wet nitrous kit is designed to work with 1986-2004 V-8 Mustangs, including the 2003-2004 Mercury Marauder. Designed to provide anywhere from 75 to 125 additional horsepower, this can also be installed

on turbocharged/supercharged vehicles. The kit includes all the necessary components, including tuning jets, fuel tap fittings, and a Nitrous Management Unit that contains solenoids filters and activation electronics."

Our baseline numbers were pretty typical for a well-worn 1998 SVT Cobra. It produced 279.84 rwhp and 282 lb-ft of torque. With the 75hp

14



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To wire the system, we found a suitable ground for the black wire and connected it with the supplied crimp-on ground ring. The red wire goes through the firewall and passes through a grommet hole. We then ran the white wire from the NMU to the output voltage lead from the throttle position sensor. Next we hooked up the arming switch and mounted it in the center console storage area. ZEX says that because "the ZEX wet nitrous system draws 10 amps, ensure the electrical circuit you are tapping into can handle the increased current load." Finally, we took the lead from the arming switch and connected it to the red wire from the Nitrous Management Unit. That's it. Let the fun begin!

» Sources


Brothers Performance
brothersperformance.com

Zex
zex.com



jets, the 4.6L DOHC engine jumped to 347.50 rwhp and a ground-pounding 403 lb-ft of torque. That's a gain of 67 rwhp and 121 lb-ft of torque. The massive gain in torque made the Cobra amazingly snappy in the lower rpm range, which translated to tire smoke and a big smile on the owner's face. Due to the high mileage, we didn't take it any further—but there's no doubt we'd see substantial

horsepower gains and greater torque output with the 125 jets.

Ultimately, we were pleased with the install and the price. We transformed the Cobra for under \$600 and gave its heart a shot of adrenaline. Of course you'll have to refill your bottle every so often, but the simplicity and gains in performance make it a tremendous value that we can live with. 

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Packaged engines are a means to quick, reliable, easy horsepower.

BY EVAN J. SMITH •
PHOTOS BY THE
AUTHOR AND
COURTESY OF THE
MANUFACTURERS

IN today's fast-paced world, speed is everything.

And we're not only talking about racing. The superhighway we call the Internet gives us access to information in the blink of an eye. The result is we are far less patient as a society. We want instant gratification in all facets of our lives. This includes our search for horsepower. And one way to satisfy this craving is with a new crate engine.

Generally, if you need an engine in a hurry, want more power, or simply want to avoid dealing with a machine shop, then a crate engine is a great option. Fortunately there's an endless list of crate engines from top manufacturers, including some of the more popular builders and race shops. You'll find small-block 302 and 351 Windsor-based engines (including stroker versions) and Coyotes galore, as well as shops specializing in Two-, Three-, and Four-Valve modular powerplants.

The term *crate engine* stems from the shipping method, which is usually in a sealed crate or box that's mounted to a pallet, and the fact that it is ready to run. Crate engines come configured in many ways, from long-blocks to engines that are virtually ready to fire. Some packages have

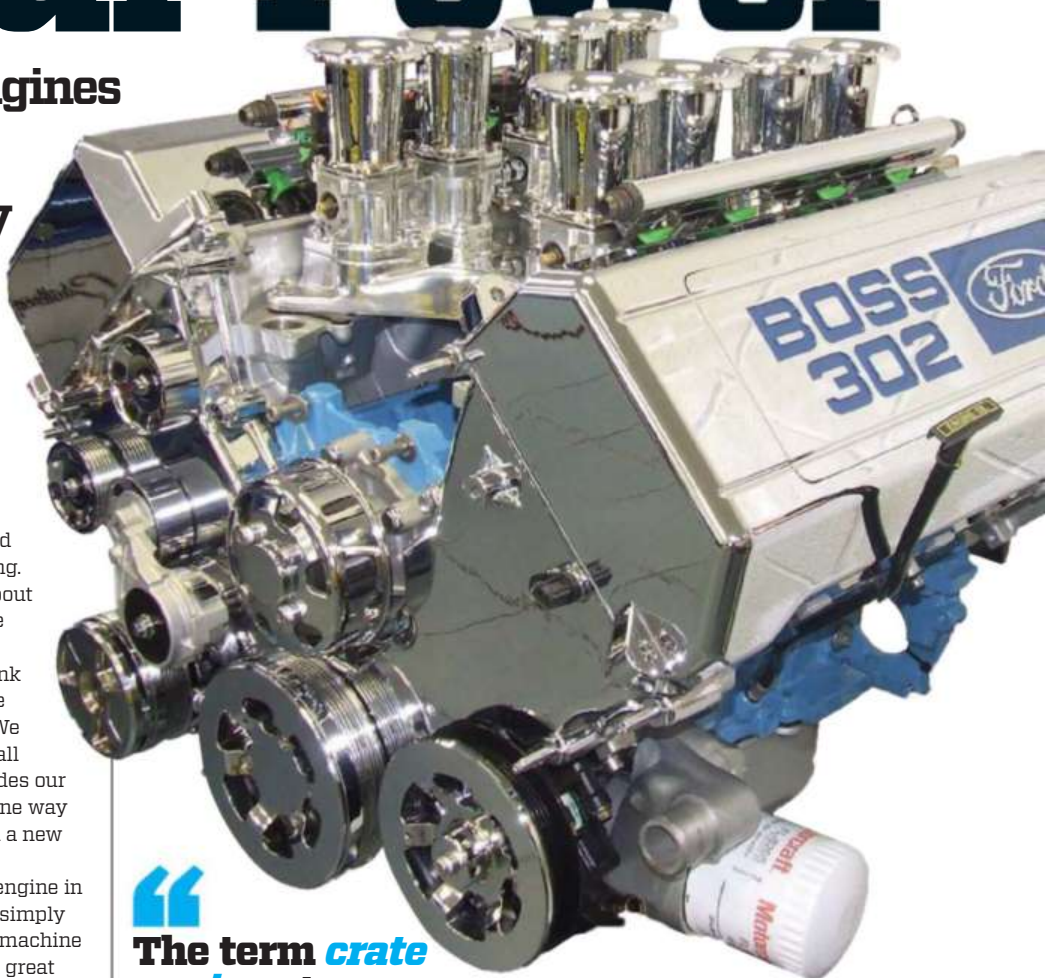
“The term *crate engine* stems from the shipping method, which is usually in a sealed crate or box.”

carburetors or EFI, distributor and wires, front engine dress, and even a clutch and transmission hooked up. Short-blocks, meaning the assembled block with no heads or intake, are not really considered crate engines.

“We have noticed the trend towards complete crate engines, with

installation packages being desired by pro shops and do-it-yourself customers over the past four-to-five years,” says longtime engine specialist Sean Hyland of Sean Hyland Motorsports. “The customers want single-source responsibility, so we supply many packages with everything required, including the alternator, A/C compressor, starter, engine mounts, and front drive system, plus automatic and manual transmission packages.”

Hyland adds, “This saves the customer time and money. They don't have to track down specific items



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from other suppliers, and there are no parts compatibility issues with single sourcing. We get asked to complete Ford Performance crate engines too, creating complete packages, that are dyno tested and ready to install.”

Crate engines have also been a homerun with enthusiasts doing engine swaps or custom builds. When building a car from scratch, one of the biggest decisions you’ll make is the engine type. In some cases you may be starting with little to no parts, so you need to source more than just the actual engine. It can be hard determining the correct brackets and accessories. In other cases you may have all the existing components, plus the skill to install them, and all you need is the long-block to get going.

“We supply EFI crate engines with a simplified three-wire hookup wiring harness and the complete fuel pump and line system to make the installation as smooth as possible and as simple and straight forward as we can for our clients,” says Hyland. “Many of these engine packages are going in street rods or hot rods, so they are being installed in vehicles that did not originally come from the factory with the same type of engine as the new crate engine package.”

Most crate engines ship quickly, so you can benefit from less downtime. This gets you back on the road (or track) much quicker, and it takes the guesswork out of ordering parts.

It’s not uncommon for Ford owners to push the factory engine well beyond the design limits. We’ve seen owners double and nearly triple the output with copious levels of boost. But there are no free lunches—achieving big power comes at a cost. For instance, older 5.0L engines have a pretty weak block, whereas the Three-Valve has a rotating assembly that is limited to about 550 hp. Picking a realistic performance level can help you stay within your budget, and it lets you plan for future upgrades.

Increasing power in any engine leads to greater cylinder pressure and, at times, higher rpm, so more robust parts are needed to keep it all together. This is something to consider when selecting a crate engine. Remember the venerable 5.0L H.O. engine? It produced 225 hp in stock trim, but many owners doubled that with bolt-on parts. Unfortunately 450 hp is about the limit the Ford 5.0L block can safely handle before it fails.

FORD PERFORMANCE

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5.0 Aluminator

If you’re interested in big, naturally aspirated Coyote power, Ford Performance offers the M-6007-A50XS 5.0 Aluminator crate engine. This engine uses Cobra Jet technology and many of its internals to develop 500-plus hp without a power adder. It features Mahle pistons, Manley H-beam rods, ARP bolts, a forged steel crank, 11.0:1 compression, CNC-ported Boss heads, and 13mm lift cams. In addition, you’ll find the billet gerotor oil pump, CJ short-runner high-rpm intake manifold, a 1,517-cfm dual 65mm CJ throttle-body, a competition high-rpm pulse ring, and a 12-quart competition oil pan. This is a great option for road racing or drag racing.



460

If you want big cubes (460, to be exact) from a small package, check out the Ford M-6007-Z460FFT engine, which produces 575 hp. It is based around the sturdy Boss 351 block with a 9.5-inch deck height, a forged steel crankshaft, forged steel H-beam rods attached, and forged pistons with floating wristpins. To keep it tame, Ford Performance engineers used a mild 0.594-inch lift hydraulic roller camshaft with 242/248 intake/exhaust duration. It sports a 4.150x4.250-inch bore and stroke, Ford Performance M-6049-Z304DA aluminum Z cylinder heads, a 10.0:1 compression ratio, Ford Racing 1.65:1 ratio aluminum roller rocker arms, a Ford Racing SFI-approved harmonic balancer, and a Ford Racing standard rotation water pump. The 575 hp and 560 lb-ft of torque were reached using an Edelbrock Super Victor intake, a Holley 850-cfm carburetor, and long-tube headers. In our opinion, this engine has much more potential with a simple cam swap and a ported intake.

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The problem lies in the thin-wall cast block, which is prone to cracking. High-rpm use and/or lots of cylinder pressure creates harmonics that lead to stress cracks. In addition, the small two-bolt-main caps can't properly retain the crank, so the main caps walk.

Thankfully, Ford made vast improvements with the introduction of the modular engine. The modular blocks can withstand more power and more rpm. They have extra material throughout, and deep skirting around the crankshaft, which adds a ton of strength. We've seen the 4.6L, 5.4L, and 5.0L Coyote blocks

make 1,000-plus hp with excellent durability.

Speaking of the Coyote, SHM offers supercharged, ready-to-go packages. Hyland says, "One area of growth is in providing Coyote power with an engine kit including our TVS supercharger. It includes the engine control kit flashed with the supercharger tuning, that's ready to install. We also include the universal heat exchanger, hoses, reservoirs—you know, the works. Everyone wants an 'easy button' solution for their project car drivetrains, and we accommodate them."

SHM also offers clutch and trans-

mission kits designed to complement its engines and to fit the customer's needs.

In addition to SHM, many top-name builders supplying crate engines. Ford Performance, Jon Kaase Racing Engines, and Roush Performance are just a few. When shopping, do your due diligence and remember that you generally get what you pay for. Some engines come with a warranty; others don't. Some engines are designed for racing; some are not. We've installed many crate engines in *MM&FF* project cars and found it to be a great way to motivate your project.



Coyote

Aside from the aforementioned Aluminator, Ford Performance also offers a variety of Coyote powerplants, including a stock 420hp production version, a sealed version for NMRA Coyote Stock, and high- and low-compression models.



EcoBoost

Recently Ford Performance began offering the 2.0L I-4 and 3.5L V-6 EcoBoost engines. These are production-type engines that produce excellent power and offer OE-like drivability. They are perfect for engine swaps, hot rods, or as replacement engines. Pricing and additional details can be found at fordracingparts.com.



JOHN KAASE

770.307.0241 jonkaaseracingengines.com



P-38

Famed engine builder and five-time Engine Masters champion Jon Kaase offers a handful of high-performance crate engines. Shown is the P-38 small-block with unique individual runner injection. We used a similar version of this Kaase 427 in our Fox-body Ford Mustang Hypersilver project. It developed over 600 hp on pump gas, had show-quality looks, and sounded and performed perfectly.

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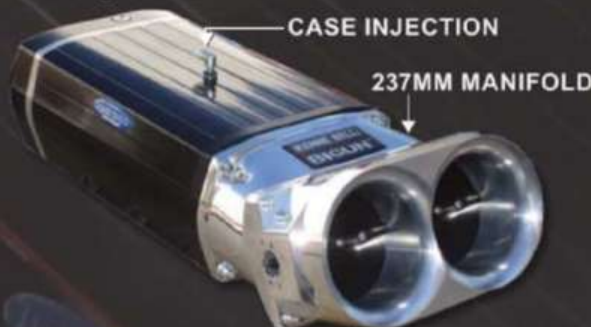
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302 Short-Block

Are you looking for the hands-on approach? If so, consider purchasing a built short-block like this one from Late Model Restoration (PN LRS 6009EA). Shown is the 5.0L Economy short-block, \$1,499.99. Late Model Restoration says, "These blocks are great candidates for naturally aspirated light street/strip applications or for restoring OE-style performance. Our remanufactured Mustang 5.0L short-blocks start as good Ford cores that are disassembled, then placed in state-of-the-art, environmentally safe burners, followed by steel shot blasting to clean. The blocks are Magnafluxed, inspected for cracks, bored 0.030 to 0.060 inch over, and precision-honed to manufacturer's specifications. They are then fitted with new, cast aluminum pistons and cast rings, the 50-ounce cranks are precision-ground to recommended specifications, and micro-polished. These Mustang 302 short-blocks include a double-roller timing chain but do not include a camshaft. They will, however, accept any roller cam."



We fitted one of Late Model's Economy short-blocks with RHS aluminum heads, a mild hydraulic roller cam, Edelbrock Performer II intake, and BBK headers, and were rewarded with over 320 whp and equal torque.

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Coyote

Roush Performance offers a premium line of small-block and modular crate engines. This is the latest, a 600hp boosted Coyote that utilizes the new Roush/Ford Performance supercharger. Of course, Roush also offers the supercharger kit for current Coyote owners. All Roush engines are dynamometer tested, designed to be turn-key, and feature a two-year/24,000-mile limited warranty.



347

Dressed to impress, Roush Performance also offers this show-ready 410hp 347 that's based on the 8.2-inch short-deck V-8. These engines use an iron four-bolt block, a steel crank, H-beam rods, forged pistons, and aluminum CNC-ported heads. This 347, which is shipped complete, features a roller cam, dual-plane intake, and a Holley four-barrel carb. This engine also features Roush's limited two-year/24,000-mile warranty.

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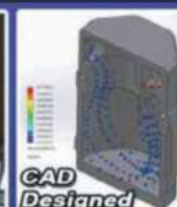
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4.6L

There's something for everyone in the crate engine market, and Sean Hyland Motorsports offers a wide range of Ford powerplants. This is the SHM 500hp 4.6L SOHC Two-Valve that's perfect for 1999-2004 Mustangs. It comes with a forged-steel crankshaft, forged connecting rods, forged pistons, ported heads, stainless valves, heavy-duty valve springs, and a 12-psi twin-screw inter-cooled Kenne Bell supercharger kit. This takes all the guesswork out of your build and gives you reliable power with good looks.



Boss 302

Getting a bit more exotic, SHM offers the Big-Bore Boss 302 DOHC crate engine, with individual-runner stack injection, billet valve covers, and billet front drive. This is a 4.6L-based engine



When shopping, do your due diligence and remember that you generally get what you pay for.




392 Stroker

SHM also offers a selection of push-rod monsters, including this 392 stroker making a stout 475 hp. We like this engine because it comes with the front engine dress, fuel pump, distributor, plugs, and wires, so it's literally ready to go. There's no hunting for belts, brackets, or front-engine components. This carb'd model uses a Holley 750 double-pumper carburetor, Victor Jr. intake, an MSD billet distributor, Billet Specialties front dress with alternator and A/C, and a Holley fuel pump.



Shelby GT 500

The Shelby GT500 800hp engine provides a great foundation for huge horsepower. SHM developed this turn-key crate package, producing 800 hp on pump gas. It's designed for easy installation with no programming skills required. The package includes the SHM three-wire hookup, fuel pump, twin-screw Kenne Bell supercharger, intercooler, A/C compressor, power steering pump, alternator, computer, wiring harness, and drive-by-wire throttle. Plus it is dyno-tested and SHM states that it retains emission compliance. 

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FOX-BODY BUYER'S GUIDE

HOT PRODUCTS FOR THE 5.0 STANG THAT WON'T BREAK YOUR WALLET.

BY AGUSTIN JIMENEZ • PHOTOS COURTESY OF THE MANUFACTURERS

IF YOU HAVE BEEN IN THE AUTOMOTIVE HOBBY LONG ENOUGH, YOU ARE PROBABLY WELL AWARE THAT UPGRADES AND MODIFICATIONS CAN ADD UP FAIRLY QUICKLY, WHICH SOMETIMES CAN DRAW UNWANTED ATTENTION FROM YOUR SIGNIFICANT OTHER AS TO WHERE YOUR CAR FUNDS ARE BETTER SPENT.

Naturally it's hard to hide big-ticket speed parts, but that doesn't mean you can't make your Fox-body Mustang thump, roar, and pull like an absolute beast.

Lucky for us Fox fans, the aftermarket industry has made it so that any enthusiast can build a fast ride for under \$1,000. If that doesn't scream budget Mustang mods, we

don't know what does. It's the type of budget that even a teenager with a minimum wage job can muster up in a relatively short time, and the best part is that all of these parts can be installed in a small garage or driveway with basic handtools and a healthy amount of elbow grease.

So now you're probably wonder-

ing what kind of parts you can purchase to make your Fox rip down the strip for less than \$1,000, right? As you can probably see, we decided to give you a list of our picks for the top 20 bolt-on parts under \$1,000 for the 1979-1993 Mustang. Think of this as your budget-minded buyer's guide to the Fox-body Mustang.





NOS Ford EFI Nitrous Kit, 75hp Dry System, \$623.95

If you're looking to make your Fox-body Mustang faster at the strip, nothing is more effective than a healthy dose of nitrous oxide. NOS has just what you need to shave time off your 1986-1993 Mustang. The company's system is a 75hp dry system, which means it doesn't inject fuel to richen the mixture along with the nitrous. The nitrous is injected into the intake tract while the extra fuel is supplied by the stock EFI system. The kit will produce an extra 75 hp and features excellent mixture atomization to give your Stang that extra kick it needs at the strip.

Info: holley.com/products/nitrous/efi_systems/parts/05115NOS



5.0Resto Mustang Headlight & LX Taillight Combo Kit, \$219.99

If there is one area that can make or break the look of any Fox-body Mustang, it is the headlight and taillight lenses. Nobody likes faded yellow lenses. If you are looking to update and clean up the look of your 1987-1993 Mustang, you need the 5.0Resto Headlight & LX Taillight Kit. This kit cleans up the front of your Mustang by replacing the clouded and dingy headlights while adding style out back with the updated look of LX taillight lenses. The kit includes a pair of headlight lenses, side markers, park lights, and a pair of LX taillight lenses. Installation is easy and offers great looks at an affordable price.

Info: latemodelrestoration.com/item/LRS-13007ELX-K/Mustang-Headlight-LX-Taillight-Combo-Kit



BBK 5.0L Ceramic Coated Shorty Headers, \$299.99

One of the biggest choking points are the restrictive exhaust manifolds. While the factory steel tube headers are a step in the right direction, they simply aren't designed with performance in mind because they feature bends and restrictions for packaging reasons. BBK's ceramic-coated shorty headers are just the ticket to give your pony a little more grunt both on the street and the strip. All BBK shorty unequal-length exhaust headers are manufactured with 1 5/8-inch CNC mandrel-bent tubing for unrestricted airflow and feature a one-piece laser-cut flange for strength and durability. Each BBK shorty exhaust header has been designed and dyno-tested at the BBK headquarters in Southern California to maximize performance, and all are even 50-state smog legal.

Info: bbkperformance.com/products/1979-93-ford-mustang-parts/79-93-mustang-shorty-headers/86-93-ford-mustang-50l-1-5-8-shorty-unequal-length-headers.html



Hooker Cat-Back Exhaust, \$499.99

This Hooker Super Competition Cat-Back exhaust system is the ideal upgrade and features dual raw tailpipes with optional turndowns as

well as a pair of Aero Chamber mufflers to make the stock 5.0L V-8 roar to life. The cool thing about this cat-back exhaust is that you can choose the all-out roar and classic drone of the turndowns or a pair of 304 stainless steel exhaust tips all the way out the rear for that classic LX look. This cat-back exhaust is also legal for use on pollution-controlled vehicles since it is CARB EO certified.

Info: holley.com/products/exhaust/exhaust_systems/parts/16862HKR



Mickey Thompson ET Street Radial R Tires, \$224.00

If your Mustang is laying down serious power but you are not able to launch off the line without spinning the tires, you have exceeded the capability of your street tires. Fortunately that's a problem you can easily fix with a sticky set of tires. Mickey Thompson is legendary when it comes to performance tires, and the ET Street R is no exception. Following in the footsteps of the World's Fastest Street Radial, the ET Street R delivers incredible traction for high-powered applications while using the ET Street Radial Pro's technology and proven R2 compound in the radial tire sizes. The ET Street R is engineered for the dragstrip while still being a D.O.T. approved street tire. The construction offers excellent ride control on the street. The low void and nondirectional tread offer maximum dry traction. A unique special sidewall construction allows for quicker launches off the line. These tires will not only get your car down the track in record time, but they'll also allow you to drive home with sure handling and an excellent ride quality. Best of all, nothing will make a Fox-body Mustang look meaner than a set of P275/50R15 Mickey Thompson ET Street R out back ready to pin you to the seat.

Info: mickeythompsonstires.com/strip.php?item=ETStreetR



Steeda Double Adjustable Clutch Cable Kit, \$104.95

The factory plastic self-adjusting clutch quadrant is a common problem area for Fox-body Mustangs. While it is fine for stock clutches, when you add a heavy-duty clutch or some fast powershifts, it starts to bend. This unwanted flex causes inconsistent clutch engagement and missed shifts at best, plus worn synchronizers and a broken quadrant at worst. Luckily Steeda has just what you need to replace the weak plastic clutch quadrant in favor of a much stronger billet aluminum Double Hook quadrant. The strong flex-free billet quadrant is designed to stand up to hard shifts. Steeda's exclusive Double Hook design lets you use your choice of an adjustable clutch cable or a firewall-mounted cable adjuster. You can also use both together for the ultimate adjustment versatility.

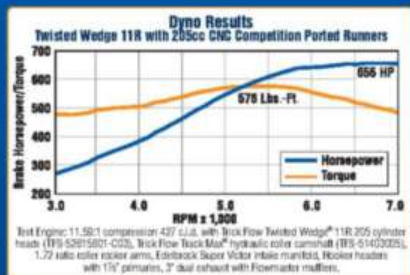
Info: steeda.com/steeda-mustang-adjustable-clutch-cable-kit-555-7040/

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Trick Flow's new Twisted Wedge® 11R 190 and 205 series cylinder heads for small block Ford deliver even more power thanks to new valve angles, restructured combustion chamber arrangements, race-inspired CNC-ported runners, and more—all engineered, machined, assembled, durability tested, and dyno proven in the USA to help your car stay ahead of the pack.



Airflow Results
Twisted Wedge 11R with 205cc CNC Competition Ported Runners

| Lift Valve | Intake Flow CFM | Exhaust Flow CFM |
|------------|-----------------|------------------|
| 100" | 71 | 60 |
| 200" | 140 | 111 |
| 300" | 208 | 150 |
| 400" | 261 | 185 |
| 500" | 298 | 212 |
| 600" | 321 | 227 |

Tests conducted at 28" of water (sepiers). Base size: 4.030" 60cc CNC profiled combustion chambers; exhaust with 1 1/2" pipe.

TrickFlow.com
1-330-630-1555

Trick Flow
Specialties

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Summit Racing Equipment Billet Aluminum Short-Throw Shifter, \$139.97

One of the fun things about owning a manual-transmission Fox-body Mustang is being able to rip through the gears with the engine roaring. Unfortunately, the factory shifter isn't the most confidence-inspiring shifter around. If you want fast, precise, and comfortable shifts, Summit Racing Equipment has an awesome American-made billet aluminum short-throw shifter. The heavy-duty body is completely CNC machined—no welds, stampings, or castings—for durability and a precise fit. Inside, the nickel-plated steel pivot shaft has been machined to exacting tolerances for a smooth operation. The offset preload springs help you snag Third gear even when bang-shifting your way down the track. This shifter makes shifts 30 percent shorter, while the lightweight forged aluminum stick places the knob closer to the driver. Best of all, you can reuse your factory boot and knob for a clean look.

Info: summitracing.com/parts/sum-555-7353-sr/overview/year/1991/make/ford/model/mustangw



Performance Automatic 12-inch Street Smart Non-Lockup Torque Converter With 2,200-2,400 Stall, \$504.18

If your Mustang is missing a third pedal, you're really missing out when it comes to getting all the power from your hopped-up engine to the rear tires. Cam swaps are a rite of passage in the Mustang world, but without the proper stall speed the car will be sluggish off the line since the power is being made higher in the rpm range. If you want to unleash gobs of performance, you really need to invest in a good higher-stall torque converter like the Street Smart 12-inch torque converters from Performance Automatic. These Street Smart Non-Lockup Torque Converters are fully balanced and feature modified internals to provide great off-the-line starts while retaining remarkable street manners.

Info: performanceautomatic.com/products/parts-and-accessories/torque-converters/torque-converters.html



Ford Racing Aluminum Driveshaft, \$294.99

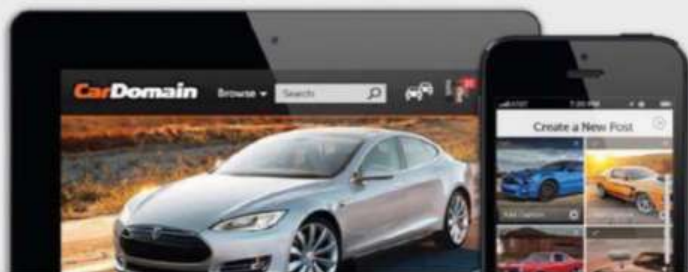
Every pound counts when you're building your Mustang for the strip. While Fox Mustangs are light compared to their modern siblings, there is a lot of room for improvement. One of the easiest ways to improve acceleration and reduce vibration is to ditch the heavy factory steel driveshaft in favor of a much lighter Ford Racing Aluminum driveshaft. The 3 1/2-inch-diameter, 0.114-inch-wall aluminum driveshaft is made out of 6061-RT62 aluminum seamless drawn tube. You can expect it to reduce unsprung weight, and its smaller rotational mass takes less power to turn, which means more power gets to the wheels. On top of that, the driveshaft is high-speed balanced and fitted with heavy-duty 1330 U-joints to hold up to the stresses of dragstrip duty.

Info: latemodelrestoration.com/item/M4602G/79-95-Mustang-Ford-Racing-Aluminum-Driveshaft

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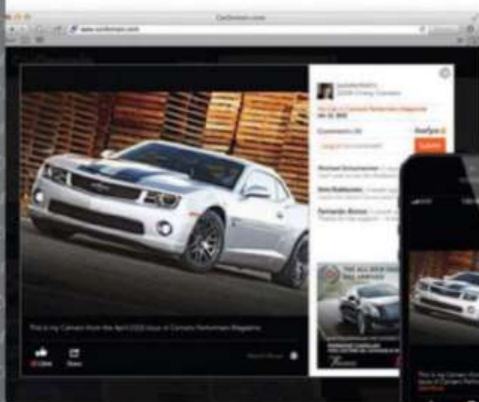
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Strange Engineering U.S. Strange 8.8-Inch 3.73 Gears, \$170.00

When it comes to making your Mustang get out of the hole quicker, the stock 2.73 or 3.08 gears just aren't enough. Instead, 3.73 gears have been one of the golden standards for Mustangs that are used on both the street and strip. These Strange Engineering 3.73 gears are what the doctor ordered to unleash the potential at the strip. Strange Engineering only uses the highest-quality gears available. These 8620 Pro Street gears provide excellent life for circle track, street, and drag racing applications. **Info:** strangeengineering.net/high-performance-street/ford-rear-end-components/gear-sets/us-strange-gear-ford-8-8-3-73.html



SVE Radiator Upgrade Kit for 1986-1993 Fox-Body Mustangs, \$589.99

If your cooling system has seen better days, don't wait until it's too late or you run the risk of warping a cylinder head. While the factory system was adequate for a stock engine, adding big power means you'll need to step up to a much more efficient cooling system. SVE has exactly what you need to keep your pony cool in the summer. Why mix and match cooling components when you can upgrade with parts that are made

for each other? This kit is designed to be a complete upgrade and comes with everything you need to upgrade your stock cooling system, including an SVE high-performance aluminum radiator, an aluminum fan shroud kit with dual 12-inch electric fans, a silicone hose kit, hose clamps, fan shroud mounting hardware, an adjustable fan controller, a 180-degree thermostat, a thermostat housing, and an overflow tank. **Info:** latemodelrestoration.com/item/SVE-RADKIT79M/1986-93-Mustang-50L-Complete-Aluminum-Radiator-Upgrade-Kit



SR Performance Cold Air Intake & Throttle-Body Kit, \$254.99

There's only so much you can do with the stock 56mm throttle-body, but we have plenty of aftermarket support to get more airflow into the combustion chambers of the legendary 5.0L, such as American Muscle's line of SR Performance Cold Air Intake & Throttle-Body Combo Kit. The kit allows you to replace your restrictive stock throttle-body with one of SR Performance's top-of-the-line units to get your 5.0L the air it lacks. This SR Performance 70mm throttle-body, EGR spacer and cold air intake will improve throttle response and horsepower. The throttle-body and spacer are cast from A356 aluminum to produce a higher-quality casting than conventional sand molds, which reduces porosity for an improved finish. This kit also consists of an SR Performance cold air intake kit, which draws cooler denser air from inside the fenderwell to make more power that you can feel. The cold air intake features a clean black powdercoat finish as well as a high-flow air filter that can be cleaned, reoiled, and reused for a very long time. **Info:** americanmuscle.com/sr-cai-70tb-combo-8993gt.html



Holley SysteMAX Intake Manifold, \$659.95

The Holley SysteMAX intake is a major step up in performance over the factory unit. The intake uses a long transition design that helps it produce maximum volume and horsepower while remaining 50-state legal. This manifold helps build power from 2,000 to 6,500 rpm while also accepting the stock injectors as well as retaining the stock water outlet locations and internal EGR passage. On top of that, it features a sweet-looking shiny finish to stand out in the engine bay. **Info:** holley.com/products/intakes/efi_manifolds/parts/300-72S



Trick Flow TFX 24-Pound Fuel System Kit, \$329.97

If there's one thing that isn't designed to keep up with the needs of a modified 5.0L, it's the stock 19-lb/hr fuel injectors. Luckily, Trick Flow has what you need. The Trick Flow TFX 24-lb/hr Bosch-style fuel injectors help atomize fuel more efficiently, resist clogging, are quieter, and require less energy to operate than other injectors. The low-magnetic stainless steel bodies help prevent moisture contamination and feature OEM-style clip grooves that eliminate possible fuel leaks. Other features



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include 14.4-ohm impedance, a Jetronic plug, electronically drilled and machined disc-type fuel control valves, improved nozzles and coil windings, and Viton O-ring seals to prevent air leaks under extreme conditions. The Trick Flow TFX injectors also feature high-quality 1/2-micron filter screens to

help keep foreign debris and contaminants from entering the injectors to ensure proper performance and a long lifecycle. Trick Flow tests the TFX fuel injectors at 100 percent duty cycle to ensure reliability and performance. **Info:** trickflow.com/partdetail.asp?part=TFS-89024&autoview=sku



Edelbrock E-Street Aluminum Cylinder Heads for 5.0L Mustang, \$999.99

The stock E7TE cylinder heads are the choking point. Not surprisingly, one of the most common swaps among enthusiasts is to replace the restrictive stock cast iron heads in favor of a set of high-flowing aluminum cylinder heads. Edelbrock's heads are fully assembled and feature A356 aluminum castings that are heat-treated to T-6 specs for superior casting strength and quality. The Edelbrock E-Street Aluminum Cylinder Heads are available with either a 1.90-inch or a 2.02-inch intake valve, but both feature a 1.60-inch exhaust valve as well as 60cc combustion chambers.

Info: edelbrock.com/automotive/mc/cylinder-heads/ford/e-street-sb.shtml



Comp Cams Xtreme Energy XE270HR Camshaft, \$199.99

If you want to unleash the performance of your 5.0L, you really can't go wrong with a Comp Cams Xtreme Energy Camshaft. Comp Cams has long been synonymous with high-performance V-8 engines, and the company's Xtreme Energy XE270HR is a great choice for making more power. This hydraulic-roller camshaft is intended to be used with 1.7:1 ratio rockers. It has a lobe separation angle of 112 degrees with a duration at 0.050 lift of 218 degrees on the intake side and 224 degrees on the exhaust side, while the valve lift comes in at 0.544-inch lift. The



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XE270HR makes power from 1,800 to 5,800 rpm, and it works great with mild modifications, such as a larger throttle-body and mass air meter as well as better-flowing heads, intake, and headers. This camshaft is ideal for 3.20 to 3.73 gears. **Info:** compperformancegroupstores.com/store/merchant.mvc?Screen=PROD&Store_Code=CC&Product_Code=35-324-8&Category_Code=F50CEFIXE



**MSD Ignition Kit,
\$699.99**

If you are still running the stock ignition components, you could be leaving crucial performance on the table. MSD Ignition has exactly what you need to upgrade your old worn-out ignition system. This all-inclusive MSD Ignition Kit will boost your ignition system up to the level of performance you expect. Not only will the ignition spark be hotter and longer, but you'll also notice a smoother idle and increased throttle response, which will deliver consistency at the track as well as a better driving experience on the street. The kit, available through Late Model Restoration, includes an MSD 6AL-2 ignition box, an MSD Pro Billet Ready-to-Run Distributor, an MSD Blaster TFI coil, an adapter harness, and a set of MSD 8.5mm Super Conductor spark plug wires to light off the fire in your 5.0L Mustang.

Info: msdignition.com/MustangLP.aspx; latemodelrestoration.com/item/MSD-6421A-K/86-93-50L-Mustang-MSD-Ignition-Kit

**Maximum
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If you've ever driven your Fox-body at speed through winding roads, you are probably well aware of the amount of body flex it has. Fortunately, you don't have to live with it. Stepping up to a chassis brace package like Maximum Motorsports'

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system will ensure that your Stang can handle canyon roads as well as aggressive jaunts at your local auto-cross track. The Maximum Motorsports Chassis Brace Package includes a tubular strut tower brace, a four-point K-member brace, and a set of full-length subframe connectors that tie into the critical seat-mounting points to stiffen up the undercarriage of your Fox.

Info: maximummotorsports.com/Chassis-Brace-Package-1986-93-Mustang-HT-EFI-P290.aspx



Eibach Drag Launch Spring Kit, \$331.29

The Fox platform is a great car to build a drag car out of, but there is only so much you can do with the stock springs. You can upgrade to a set of Eibach Drag Launch Springs to get your Mustang to launch consistently at the track while also shaving down your quarter-mile e.t.'s. Eibach's Mustang Drag-Launch Spring Kits are engineered to improve weight transfer and control axle torque. If you want maximum traction at the track, this setup is just the ticket to get the weight to transfer off the nose to the rear tires. The springs are made of the same high-quality materials as Eibach's Pro-Kit and Motorsport springs.

Info: eibach.com/america/en/performance-suspension/buy-online

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Quarter Master® is revolutionizing Mustang performance with these clutch kits utilizing one or two organic friction discs. Each kit features a rebuildable billet clutch designed for higher-than-stock torque clamp loads while decreasing inertia and maintaining a near-stock pedal feel. The kits are produced specifically for newer Mustang GT, GT500, Boss 302 and Boss 302R applications.

The single-disc kit is great for owners of stock or modified Mustangs producing up to 500 ft./lbs. of torque and 700 horsepower. The clutch weighs nearly half as much as the stock assembly, making it ideal for those wanting to take a significant amount of rotating weight out of their drivetrain. Meanwhile, The two-disc option is a perfect choice for owners of high performance vehicles producing up to 1000 ft./lbs. of torque and 1400 horsepower. The clutch itself weighs 33% less than the stock assembly. The lightweight clutch and pressure plate are designed to blend noticeable horsepower gains with smooth pedal engagement.

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UPR Products Tubular Chrome Moly K-Member, \$749.99

UPR Products' all-new Chrome Moly K-Member will shed quite a few pounds from the front of your Mustang while also offering major strength benefits over a conventional mild steel K-member. The K-member also allows for plenty of room for headers and oil pan clearance. The kit was designed for the abuse dealt out by hardcore drag racing, road racing, and street enthusiasts. Most importantly, it handles the everyday wear and tear of city and highway driving as if that were its main function. The kit includes the UPR coilover kit with the exclusive-designed adjuster nut with a new set screw to

ensure that it never loses its setting. This will allow you to dial in the perfect ride height for your Mustang without the need of special tools.

Info: uprproducts.com/mustang-pro-series-chrome-moly-k-member-kit-79.html

Sources

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americanmuscle.com

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bbkperformance.com

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Edelbrock
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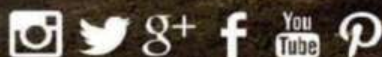
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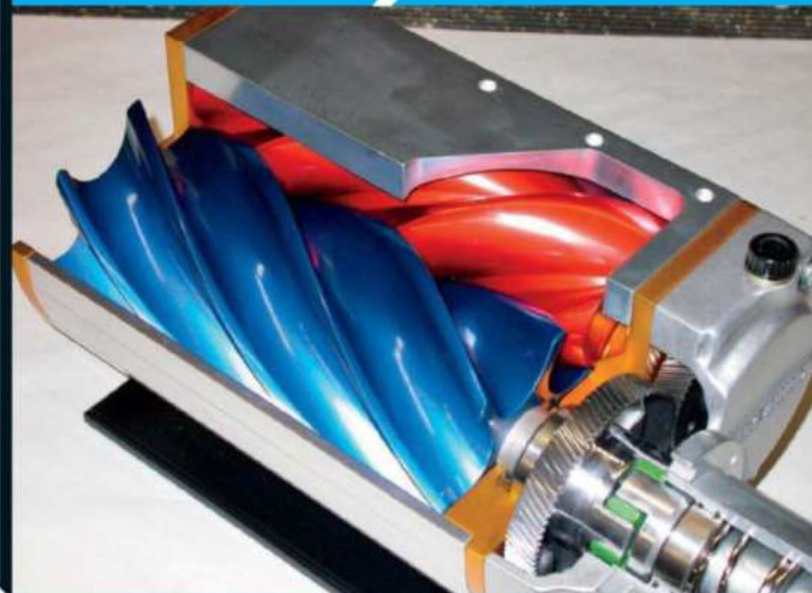


» The 2015 5.0L Coyote-Powered Mustang has a lot going for it. Thanks to Kenne Bell, you can add boost to that list.

So Much More

Adding boost to the 2015 Mustang with a Kenne Bell supercharger.

BY RICHARD HOLDENER » PHOTOS BY THE AUTHOR



IN these tech articles on cams, heads, and (in this case) a Kenne Bell supercharger, we generally wait until the last moment to reveal the dyno results, but since we know you all skip right to the graph, we will cut to the chase. The 2015 Mustang is awesome and is powered by an upgraded version of the already impressive Coyote motor. Run on the DynoJet chassis dyno, the stock (manual-trans) Mustang produced 385 hp and 378 lb-ft of torque at the wheels. After the addition of the standard (49-state) kit, which included the 2.8L twin-screw supercharger running 10 psi of boost, the peak numbers jumped to 640 hp and 507 lb-ft of torque (a 50-state kit is pending). In typical twin-screw fashion, the torque curve resembled more of a torque plateau, as the immediate boost response offered

torque by the truckloads.

Now that we have spilled the beans, is this the end of what would be a very short story? This is just the beginning. The simple test of the standard supercharger kit only answers one question—what did it do? The more important question should be how did it do that, and then the follow-up questions should ask how much more (and why)?

Adding boost to any Coyote motor is always rewarding, especially if it comes in the form of an efficient twin-screw supercharger kit from Kenne Bell. As much as we love boost, the

positive pressure is only a small part of a very important dynamic equation. In short, so much more goes into the kit than the ability to add 10 psi to your Coyote motor.

Starting with the supercharger, the twin-screw design from Kenne Bell featured a billet casing to improve strength. Case strength is an important design feature, especially at elevated rotor speeds and boost levels. Improved case strength means the critical tolerances can be tighter to improve the flow rate and boost potential of the supercharger. On lesser cases, the required tolerances

ultimately limit rotor speed and boost levels, thereby limiting maximum power potential, lest damage occur. Combine this strong case with an industry-leading 4x6 rotor pack, and you have superchargers capable of amazing power and efficiency. Toss in a variety of different displacements (from 2.8L to 4.7L), and Kenne Bell can tailor the supercharger to the needs of even the wildest of Coyote motors, whether you are looking for 700 or 1,700 hp (or more).

Obviously a great deal of technology goes into the supercharger itself. We have only scratched the surface.



The S550 is no slouch from the factory; the stock (stick) Mustang produced 385 hp and 378 lb-ft of torque at the wheels.



The standard kit for the 2015 5.0L Mustang featured a 2.8L, twin-screw supercharger capable of supporting 1,000 hp.



To maximize airflow and boost out of the twin-screw blower, the Kenne Bell kit included the Mammoth intake manifold.



Each supercharger kit featured a bypass valve to route the charge air back to the inlet side of blower under cruise and lift-throttle conditions. This system was designed to greatly reduce parasitic loss and inlet air temps.

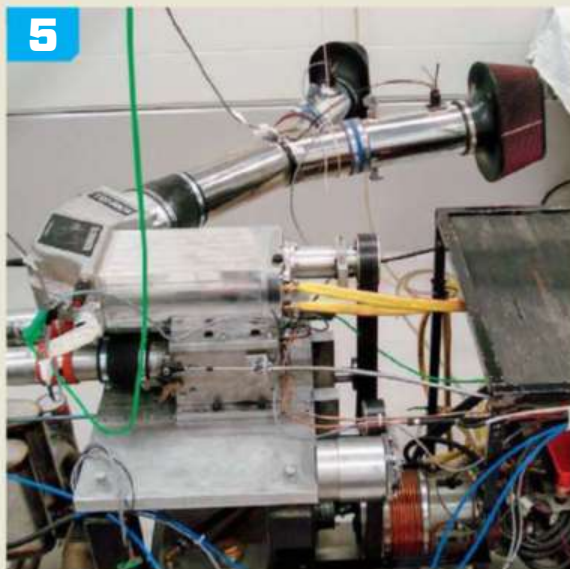
Additional features employed on the twin-screw included Liquid Cooling, Seal Pressure Equalization, and blower configurations designed specifically for higher boost levels. Not to be confused with the air-to-water intercooler (capable of supporting 1,500 hp), the Liquid Cooling system was designed to equalize the temperature differential between the cool (inlet) and hot (discharge) sides of

the supercharger. The internal compression inherent in the twin-screw increased the inlet air temperature and therefore the working temperature of the supercharger components (and gear oil). This differential means the tolerance on the hot side would be different than those on the cool side. Liquid Cooling was designed to minimize this differential to equalize operating temps on both sides to

further decrease the inlet air temps and improve longevity.

Another trick supercharger feature offered by Kenne Bell is a system called Seal Pressure Equalization. The twin-screw design features a front seal to separate the gearbox from the rotor pack. The problem is that this front seal must resist the internal pressure supplied by the supercharger. The greater the boost

5



Kenne Bell spent endless hours developing and improving its superchargers on not only the chassis dyno but also on the company's own supercharger dyno.

7



Recognizing the need for a steady supply of cold air, the Kenne Bell supercharger kit featured a 4 1/2-inch cold-air/MAF intake system. Hot air and the restrictive factory air intake have no place on a supercharged Coyote.

6



Adding to the development list is the time spent on the airflow bench maximizing the flow rates of the intake manifold, intercooler core, and induction system.

8



Kenne Bell combined the massive air intake system with a 168mm oval throttle-body. Every effort was made to maximize airflow to the blower.



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levels, the more pressure applied to the seal. Recognizing the potential of the situation, Kenne Bell designed the Seal Pressure Equalization (SPE) system, which effectively equalizes the pressure on both sides of the seal to eliminate the differential. Using a pressure relief system, the pressure is vented from the back of the seal to the inlet tube or air filter. Relieving the pressure eliminates the chance of seal failure, thereby preventing rotor pressure from entering the gearbox. Liquid Cooling and Seal Pressure

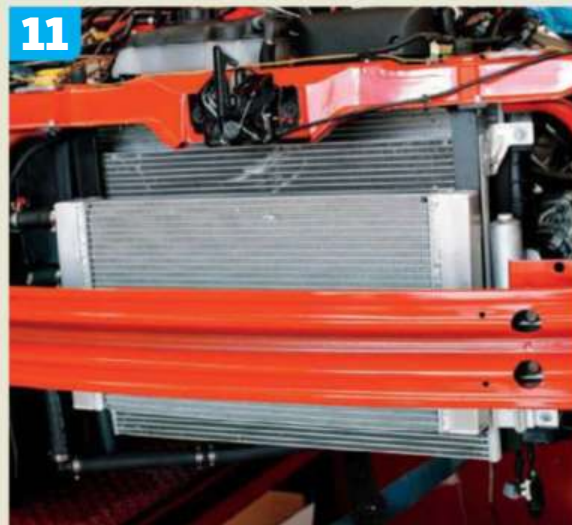
Equalization can be combined with the standard of high-boost H-series blower configurations to maximize boosted performance.

While the twin-screw blower gets all the attention, the reality is that the supercharger is only as good as the inlet system. Recognizing that boost out of the blower was in direct proportion to the airflow into the blower, Kenne Bell went to great lengths to supersize every component of the inlet system, from the air filter right through to the Mammoth intake

manifold feeding the blower. Any inlet restriction before the blower will manifest itself in a drop in boost pressure out of the supercharger. This includes the manifold, throttle-body, MAF, and air intake. Replacing the restrictive factory air box was a dedicated cold-air intake and MAF assembly. The 2015 Kenne Bell Coyote kit featured a massive 4 1/2-inch system (flowing 2,000 cfm) designed to maximize unrestricted, ambient airflow to the throttle-body. Resizing and repositioning the MAF natu-



9 Boost supplied by the twin-screw supercharger is a function of the blower speed versus the engine speed. The standard kit featured a (six-rib) 3 7/8-inch blower pulley, but boost pressure (up to 20 psi) was adjustable using different pulley sizes.



11 The air-to-water intercooling system included a dedicated pump, reservoir, and giant heat exchanger.



10 To keep the charge temps down and power up, the Kenne Bell supercharger kit included a very efficient air-to-water intercooler. The core was revised to maximize flow and cooling, with enough capacity to support 1,500 hp.



12 While the standard kit featured a black satin blower, options like polishing, Liquid Cooling, and Seal Pressure Equalization are also available.

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- Paul Lee,

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rally necessitated recalibrating the ECU, but the supplied supercharger program included the necessary changes. Finishing up the high-flow induction system, the Mammoth intake was designed to accept the 168mm oval throttle-body capable of flowing 2,150 cfm. Need more? Kenne Bell offers a dual 106mm BIGUN throttle-body assembly for serious race applications.

Now that we have discussed the standard 2015 Coyote kit and the technology that went into it, it's time to talk potential. Sure, adding

a blower will improve the power, and all the technology that goes into the Kenne Bell kit sounds great, but what does it all mean? Well, fellow Ford fanatics, what all this means is that while the standard kit will add 255 hp at 10 psi, there is a ton of power left in the system. Even the 2.8L supercharger is capable of supporting over 1,000 hp on the right application. Running boost only (no other engine mods) with the base 2.8L kit produced as much as 813 hp at 21 psi of boost, but it was necessary to upgrade the 47-pound injec-

tors to a 130-pound set from Injector Dynamics and augment the stock fuel pump flow with a 20V Boost-A-Pump. Because Ford saw fit to include a high-flow fuel system, no BAP was required for the standard kit running 10 psi. Need more? Kenne Bell offers blowers as big as 4.7L capable of supporting over 2,000 hp! Thanks to the supplied motor mounts, the 2.8L-3.6L all fit under the stock hood but if you are thinking about the big-boy blower and dual throttle-body, BIGUN intake, that race motor is going to require a little extra hood clearance. 



13 Equipped with the standard (49-state) kit pumping out 10 psi, the supercharged Coyote produced 640 hp and 507 lb-ft of torque.



15 If you have a modified Coyote and are looking for maximum power, Kenne Bell can set you up with a 4.7L equipped with the company's dual 106mm throttle body and BIGUN intake manifold.

» Source

Kenne Bell
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kennebell.net



14 If the 1,000hp 2.8L isn't enough, Kenne Bell offers twin-screw blowers ranging from the 2.8L to a massive 4.7L. Using the supplied motor mounts, the 2.8L, 3.2L, and 3.6L all fit comfortably under the stock hood.

— 2015 —

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DADDY





EACH PASSING YEAR IT SEEMS THAT FEWER AND FEWER KIDS ARE GETTING INTO THE AUTOMOTIVE HOBBY.

Could the future generation of gearheads be dwindling? With smartphones constantly attached to little fingertips and instant gratification found with just a swipe through their newsfeeds, less time is likely spent in the garage building race cars with their dads. How refreshing it is to see that this scenario doesn't hold true for Shane Mock and his 15-year-old son, Brendan.

Brendan Mock has raced Junior Dragster since he was 6 years old, so he grew up racing and working on cars. "He's a two-time points champion in Jr. Dragster, and whatever our next project will be, he'll probably move up

into that," Shane tells us.

The Mocks of Wichita, Kansas, bought this 1989 Ford Mustang back in September 2012 as a "very unfinished project" when Brendan was just 13 years old. The father-son team built and tuned the coupe in their garage and created this 1,500hp monster—and that could be speaking modestly. It hasn't officially been strapped to the dyno, but it has conquered the eight-mile in 5.03 seconds and will likely take on the 1,320 in the 7.70-second range or better, according to Shane.

"I had a GT before this that was a low 10-second street car. I sold that and then we



built this coupe. This car was built for local 275 racing and street driving,” Shane tells us. “I’ve raced heads up since the mid-1990s, and I’ve had Camaros back in the day.”

Thanks to the Mocks, this mean Fox-body coupe is powered by a bored and stroked Dart 417 block with a Lunati Pro Series crank and GRP connecting rods and has a 9.0:1 compression ratio. Shane and Brendan built the engine, but they had the machine work performed by Big Mike’s Speed & Machine shop, also in Wichita.

The two installed a custom Bullet roller camshaft with a custom Steve Morris grind along with TFS-R aluminum cylinder heads built by Total Engine Airflow, plus Jesel 1.7:1 rocker arms. A Holley HP EFI was provided by Derek at Modern Speed. An unported Edel-

brock Super Victor intake and an Accufab 90mm throttle-body were also added to feed the beast.

Ignition components are made up of an MSD 7AL ignition box, coil, and distributor; Ford Motorsport wires; and NGK-9 plugs. Fuel delivery is handled by Moran 235-lb/hr injectors, a Weldon fuel pump, and an Aeromotive regulator.

To seriously amp up the power, Shane and Brendan installed a Pro-Charger F1X with ATF dual brackets that pumps out a healthy 29 psi of boost on command. Power is then routed through a Rossler Powerglide transmission freshened by Flip-O-Matic of Wichita. It also possesses a B&M shifter, a JW pressure plate, and a Neal Chance bolt-together converter with a 4,600 stall speed. For added airflow and rumble, exhaust flows through Kooks 2-inch headers and is routed through an H-pipe with Dynomax Bullet mufflers.

Suspension and chassis modifications include a UPR K-member and control arms, Strange front coilovers with AFco springs, UPR upper and lower control arms out back, AFco double adjustable rear shocks, and a UPR double sway bar. The 8.8 rearend is filled with 3.73:1 gears with



“This car was built for local 275 racing and street driving.”





The father-son team built and tuned the coupe in their garage and created this 1,500hp monster.



Strange 35-spline axles and a spool.

Gracing the exterior of the car are Alumina-Star 2.0 wheels on the front and Champion beadlocks on the rear wrapped with Mickey Thompson 275 Pro rubber. Stopping power is provided by Wilwood brakes, with dual calipers clamping down the rear. The rollcage inside was built by Putnam Performance.

Even all of the bodywork has been handled by Shane and Brendan. They fitted a VFN 3-inch cowl hood, a Team Z rear wing, new headlights, turn signals, and all-new weather-

stripping. Everything was sprayed Nason's Cyber Grey by Rick Hangen using three basecoats and three clearcoats.

Other modifications include custom door panels, a custom headliner, and a rear package tray by Jeff Weilert, a family friend with a 1990 notch that graced an earlier issue of *MM&F*. Shane and Brendan both helped build Jeff's Fox, and it was also tuned by Shane.

"We're ready to do something else, and we'll probably do another project," says Shame. "We played with it, raced it, and it was meant to be a fun street car. I'm not sure what we will pick up next, but it will probably be completed by the first of the year."

This one will be a project between Shane, his son, and Jeff Weilert. We can't wait to see what's next for this father-son team. 🍷

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WHEELS UP WITH THE 7TH ANNUAL
BORLA EXHAUST NMRA/NMCA ALL-STAR
NATIONALS.

BY PAUL ROSNER • PHOTOS BY THE AUTHOR



THE 7TH ANNUAL
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NMRA/NMCA
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WAS HELD APRIL 9-12, 2015, AT
THE ATLANTA DRAGWAY, HOSTED
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Thousands of attendees packed the parking lot, pits, manufacturers midway, car show, and of course the world-class racing surface needed to hook the 6-second, 200-plus-mph drag radial warriors and 5-second 250-plus-mph Pro Mods.

The event was a treat to all in attendance. Both the NMRA and NMCA played out a complete competition and show program at the same venue, on the same weekend. We are proud to present not only the class champions of the Keystone Automotive All Ford Racing NMRA series but also to respectfully mention the blue bloods who beat



1) Dan Saitz of Hyperformance Motorsports may seem to have appeared out of nowhere, but he is no stranger to Outlaw Mustang racing. His family's passion for racing has risen through the performance ranks, culminating with a stint in the Pro Mod, then realizing their comfort zone was in 275 radial racing, but always in a Mustang. The Saitz family 94mm Precision boosted ProLine 435-powered 1989 coupe made a strong showing at Bradenton, but Commerce was one for the Saitz family history books. They qualified second with a 6.98 at 201.73, both their first 6-second and 200-plus-mph run. Then, playing the consistency card won them their first trip to the Aerospace Components Winner's Circle in VP Racing Fuels Street Outlaw, beating out nine-time and reigning champ John Urist and a distraught Phil Hines, who gave Saitz a bye in the final via a leaking transmission.



2) Frank Varela continued his domination in the Edelbrock Renegade class with a 7.72 top qualifying effort, matching his e.t. from the season opener. The Hellion tuned, 76mm Precision turbocharged MMR 302XR Coyote engine muscled to a new record-setting 7.705 run in eliminations, then left no doubts about backing it up, running 7.707 at a sick 182.43 mph in the final against Bart Tobener's wheel-standing ProCharger-powered Coupe.

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NMRA ATLANTA



3) The GT500 and Cobra Jet personify Ford performance and are gaining popularity in the Edelbrock Renegade class, especially with the addition of the turbocharger to the Renegade menu. Charlie Cooper laid down a stout 7.78 in his Precision-turbocharged 2012 Cobra Jet for the No. 2 spot on the ladder, sporting a new Mike Curcio-built 5.4L destroked to 309 ci and a hot tune from the computer magic of Jason Lee of PTP tuning. Newcomer Dom Donato made his first passes down the 1,320 in his just-finished 2008 GT500 sporting a fresh Precision-turbocharged, MV Performance-built 5.8L bullet.



4) The Hellion Racing Team arguably has one of the hardest-working, most dedicated teams in NMRA heads-up racing, fielding three cars, two of which have already won championships. Hellion Turbo Systems CEO Dwayne James' daughter, Haley James, got her license earlier this year at Frank Hawley's Drag Racing School, suited up in Team Hellion's Precision 67mm-turbocharged, MMR-built Coyote-powered 1993 coupe, and has never looked back. She made it to the final in her first outing in ProCharger Coyote Modified at Bradenton but lost to Johnny Lightning. In Commerce, Haley earned her wings, beating out Joe Guertin with a record-setting 8.239 at 166.02 mph, then avenged her Bradenton loss by chopping the tree down with a nearly perfect 0.008 to 0.023 bulb and an 8.289 out the back door as Johnny Lightning hazed the tires in his 8.67 pass.

up on the Ram boys and general's army on the Flowmaster NMCA side of the weekend's racing activities. The extraordinary Ford family always seems to outshine the competition event-wide, whenever invited.

Action on the track was intense, records fell, and the Aerospace Components Winner's Circle celebrations continued late into the night on Sunday, after two full days of qualifying action.



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5) Jimmy Wilson rolled into Atlanta feeling like David facing off with Goliath Teddy Weaver, who has not lost a round of ACT Pure Street racing in nearly two years. Wilson finally got it right, assembling a nasty 311ci powerplant topped with TFS Twisted Wedge heads done by Chris Starnes, an Edelbrock Victor Jr., and a Pro Systems carburetor to reset the record 9.622 at 139.76 mph in qualifying. Then Wilson went on to slay the giant with a better 0.023-to-0.088 bulb and a quicker 9.666-to-9.697 e.t.



6) Drew Lyons has been racing in the NMRA for more than 10 years, mostly playing in the Pure Street class. He switched to the popular Strange Engineering Coyote Stock class last season. Lyons showed up to flex some new muscle with none other than Real Street superstar Bruce Hemminger and a new clutch setup from ACE Manufacturing. The House of Hook was on in eliminations, and so was Drew, with a 10.341 record in the first, then 10.36, followed by a 10.340 to reset the record, and a 10.35 in the final against Joe Marini's 10.42. The Aerospace Components Winner's Circle changed to the Lyons' Den in Commerce, where he was doused in cooler water.

7) Only three teams are left in American Racing Headers Factory Stock that don't have a new Coyote 4V 5.0L powerplant, with no pushrod motor entries to be found. Matt Amrine's 287ci Bischoff-built 4.6L 2V is the rabbit everybody has been chasing for the past two years. He topped the qualifying ladder with a 10.79, then gained momentum every round: 10.81, 10.80, 10.76, and a 10.74 in the final against Joseph JJ Jones' career-best 10.89.



8) Longtime project manager Louis Sylvester Sr. at Indicom services Joliet and Chicago's industrial electrical engineering needs, so he had no problem putting together an innovative way of keeping his son Louis Jr.'s Factory Stock 4.6L 2V engine cool between rounds. They qualified No. 2 with a 10.84, dragging the bumper every round, losing in an all-2V semifinal round to the Amrine energizer bunny.

9) Flex-a-lite Open Comp was the most contested class of the weekend, with 25 cars on the ladder. Georgia native Greg Cole has raced in the NMRA for nearly a decade, always competing here at his home track and at the World Finals in Bowling Green, where he won in 2012. Cole's 460-based 502ci big-block 1988 Mustang ripped its way through five rounds of competition and took out last year's runner-up and 2009 champ Wesley Dalrymple's 468ci 1985 drop top, running a 9.66 on his 9.64 qualifying time.



10) Adam Cox married the Warren racing family. Even though he is the Blue Oval black sheep, competing would not be possible without their help and support on race weekends. But this weekend his carbureted 4.6L 4V manually rowed 1999 Stang was on a mission—to bring the spirit of his ailing father, Larry, to the winner's circle with him. A hard-fought mission that culminated in the finale, where he outgunned Donnie Bowles 0.010 to 0.025 on the tree, pushing him to break-out, as Cox crossed the stripe 10.35 on a 10.28. Larry's heart never felt as strong as when he received his Exedy Racing Clutch Modular Muscle winner's trophy when they got back to Kentucky!

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11) The Roush Performance Super Stang class is another hotly contested class, specifically for S197 Stangs, with 20 entries on the property vying for a trip to the Aerospace Components Winner's Circle. It is obvious that Chad Wendel is a great racer, finishing second in the 2014 points race in his Brenscheid-tuned, Paxton-supercharged 2007 4.6L 3V GT. However, on this weekend he became the luckiest man on the planet. The inertia fuel shutoff switch completely shut his car down, and it rolled to a stop on the shoulder of the race track at the release of the clutch—two rounds in a row. First time his opponent had a 1.056 light, second time a sick 0.019, and both broke out. Next, Lloyd Mikeska red-lit -0.020 with a dead-on 11.83 as Wendel went 11.35 under his 11.50 dial. Wendel did collect his composure in the final with an 11.58 on an 11.50 to beat Bobby Barrick's 12.76 on a 12.61 package.

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12) Greg Bagnell's 1970 Ranchero seemed like the odd man out on a stage dominated by supercharged Gen II Lightning trucks. However, when all the smoke cleared it was his old-school naturally aspirated 351W with ported stock heads, an Edelbrock Performer intake, and a Quick Fuel carb waiting at the beams after four rounds of competition for Matt Banks' powerful 2002 Gen II. Bagnell's holeshot 0.052 to 0.120 was all he needed, running 12.50 on his 12.44 and Bank's big power unable to run him down with a 10.06 on a 9.98 for the Detroit Locker Truck and Lightning win and the big check.



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| BPK-7101 | 2011-14 Mustang GT | SCT X4 + BBK Cold Air Kit | 649.99 |
| BPK-518 | 2011-14 Mustang GT | SCT X4 + JLT Cold Air Kit | 698.99 |
| BPK-517 | 2011-14 Mustang GT | SCT X4 + Airaid Cold Air Kit | 728.90 |
| BPK-524 | 2011-14 Mustang V6 | SCT X4 + JLT Cold Air Kit | 658.99 |
| BPK-939 | 2011-14 Mustang V6 | SCT X4 + BBK Cold Air Kit | 698.99 |
| BPK-7100 | 2005-09 Mustang GT | SCT X4 + BBK Cold Air Kit | 619.99 |
| BPK-515 | 2005-09 Mustang GT | SCT X4 + JLT Cold Air Kit | 658.99 |
| BPK-511 | 2005-09 Mustang GT | SCT X4 + Airaid Cold Air Kit | 706.90 |
| BPK-943 | 2005-09 Mustang V6 | SCT X4 + BBK Cold Air Kit | 598.99 |
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| BPK-2001 | 2011-14 Mustang GT | 1-3/4" Headers + X-Pipe w/ Cats | 1029.98 |
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| BPK-2004 | 2005-09 Mustang GT | 1-5/8" Headers + Off Road X-Pipe* | 749.98 |
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| BPK-2006 | 1996-04 Mustang GT | 1-5/8" Headers + Off Road X-Pipe* | 699.98 |
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| BPK-2008 | 1979-93 Mustang V8 | 1-5/8" Headers + Off Road X-Pipe* | 619.97 |
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| BPK-053 | 2005-10 Mustang GT | Eibach Pro KIT; Drop: 1.4" F / 1.6" R | 599.99 |
| BPK-052 | 1994-04 Mustang GT/Cobra | BrenTech; Drop: 1.2" F / 1.0" R | 529.99 |
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NMRA ATLANTA



13) The 7th annual Borla Exhaust All Star Nationals at Atlanta Dragway is always a spectacle of the most gorgeous, outrageous, and sometimes rare muscle cars of all makes, models, and eras. The UPR Products Car Show displays and awards

14) Whether you're after souvenir apparel, tires, hoods, headers, heads, or some hardcore tech from manufacturers and racer vendors, more than 40 outlets were dedicated to your needs.

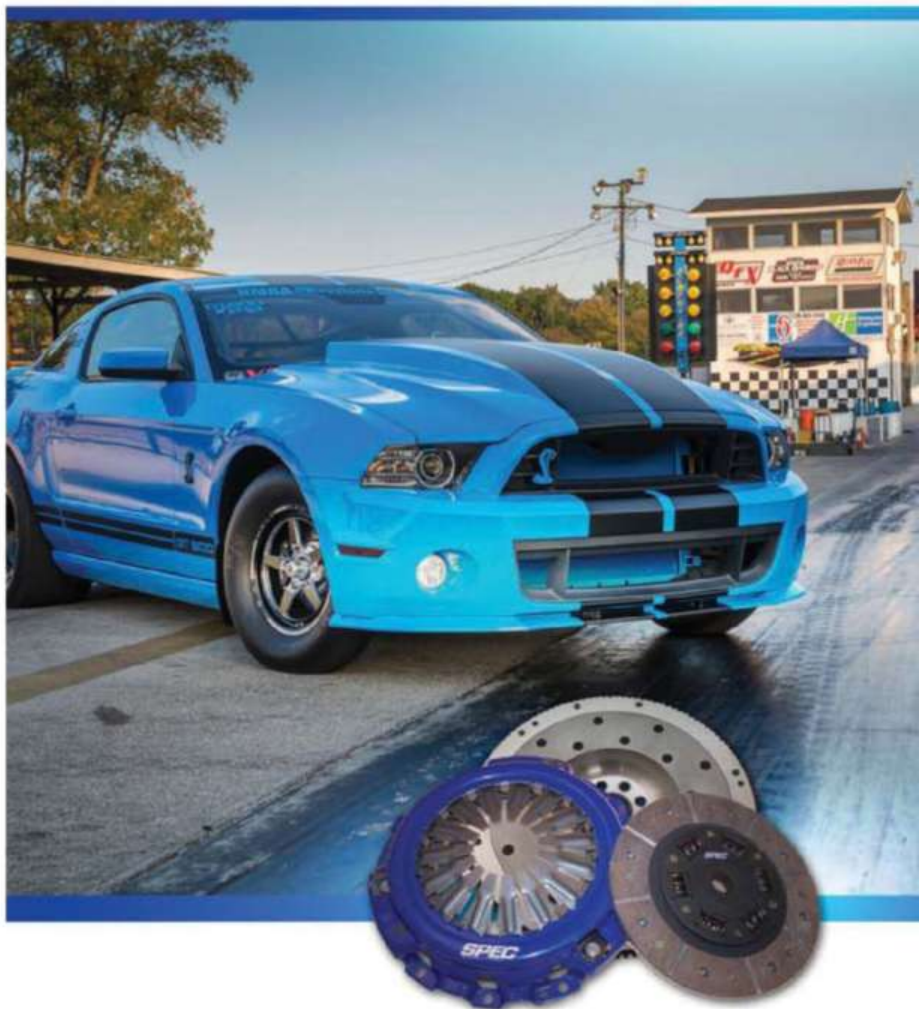




hot rods on Saturday and Sunday from both the NMRA and NMCA. Thanks to the efforts of the host car club, Unstabled Mates Mustang Club (therunninggear.webs.com), the event was a big success and again dominated by Mustangs.



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NMRA ATLANTA



15) The announcement that all the *Muscle Mustangs & Fast Fords* HP Tuners True Street competitors have been waiting for. "Ladies and gentlemen, suit 'em up. You're on deck!"



16) The pride of LaMotta Performance, 16-time champ Chris Escobar came to conquer after upgrading his Garrett 82mm turbochargers to 88mm full-race units after he missed the first 7-second average last season on several occasions by mere thousandths. Unfortunately all that extra Kris Starnes Coyote power takes lots of testing with the new compressor maps and dialing in the traction control to get the power to the ground, track time the new setup hasn't seen. Nevertheless, Escobar still managed to be crowned king once again with a soft (for him) 9.15 average.



17) *Muscle Mustangs & Fast Fords* True Street is all about fun and personal achievement, no matter who is in the lane next to you. After sitting for 14 years, Jason Mann finally pried his 1996 Cobra away from his dad. He dropped in a fresh 4.6L 4V built by Josh Savoring at JKS Performance, added a Paxton Novi 2200, and laid down a string of 10-second passes for a 10.57 average and the runner-up trophy. Meanwhile, Justin Ehlin's 2011 Vortech JT-charged Coyote dropped the Exedy Mach 700 clutch on a near-perfect 12.02 average for the 12-second title.

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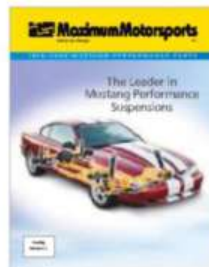
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NMRA ATLANTA



18) Ford anted up the 2003-2004 Cobra when it built the 2007 GT500, and Tim Grissom upped the ante for Ford with a 5.4L 4V built by Josh Savoring of JKS Performance and a 4.0L supercharger. Grissom told us that he and Savoring just finished swapping the 3650 for a Freddy Brown 4R70W and a first fire two days ago. They barely missed the runner-up by 0.050 but walked away with a 10.62 average and the HP Tuners 10-second award in their first outing.



19) Darrell Halford is a local in the heads-up, street-style drag racing series on Atlanta Motor Speedway's eighth-mile pit road. His 1995 Stang fit perfectly in the True Street category in the NMRA at the big quarter-mile at Atlanta Dragway. He had a couple issues on his final pass but still ended up with the 11-second True Street prize with an 11.80 average, a feat he previously matched in 2012.



20) Folks tell us that using the traction control and line-lock on the new 2015 Mustang takes some getting used to, but Jeffery Eames had no issues warming the meats up. Eames added cat-back exhaust and has been toying with a tune. His 13.09 average captured the 13-second award.



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NMRA ATLANTA



21) Mike Stearman Jr. has had his 1986 Stang for 12 years. It has an older Vortech supercharger on the all-stock pony and 5.0L powerplant. He had no problem slowing up to a 14.05 average for the 14-second plaque and check in HP Tuners True Street.



22) NMCA's Quick Lane Tom's River NA10.5 class was dominated by small-block Ford Mustangs with a Pontiac and a Mopar both sporting big 560-plus-ci powerplants to make up the 10-car, all-normaly-aspirated field. Here Leonard Long and his crew prepare his 408-powered 1995 Stang for 10,000-rpm war. They qualified No. 2 and outmuscled Mike DiMayo in the a close 7.93-to-7.95 finale. Unfortunately, DiMayo red-bulbed while attempting to better Long's 0.045 bulb, making it a bye for the big check.



23) Joe Bucaro's Blue Thunder 434ci John Zap Racing Engines-powered pony topped the NMCA ARP Nitrous Pro Street field with a stout 7.24. Bucaro made it to the final, where he faced Andy Vogt's 1990 Trans Am. Both left the starting beams, but Bucaro's 7.26 was the only time on the boards after the Trans Am went down to attrition.

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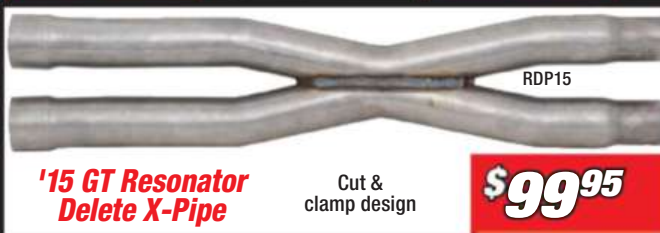
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24) On the NMCA side, MagnaFuel Open Comp was won by Chuck Hockenberry in his Brian Parker-built 408 stroker with Edelbrock Jr. heads and intake and a Quick Fuel carburetor. He told us it has been a long time coming. He has been racing the series for more than 10 years, with his last win in 2006. A handful of 0.020 lights earned Hockenberry a trip to the final round to face off with Mike VanHoose's 1968 Chevelle, where Hockenberry's 0.030-bulb 10.32 on a 10.13 package was good for the win.

“The event was a treat to all in attendance.”



25) Kurt Welfel's stock-suspended, turbo-charged small-block 1965 Mustang took top honors in the NMCA's Gear Vendors version of True Street with a 9.65 average. He also took full advantage of one of the perks of running in the True Street class, complimentary entry in Sunday's bracket class, which he also won.



26) James Barlow Jr. has been barking at us for quite a few years about the lack of non-Mustang Ford car pictures in our magazine. His normally aspirated, old-school, 347ci, carbureted 1967 Cougar won the 10-second class in the NMCA Gear Vendors True Street class. So here you go, James. You earned it!

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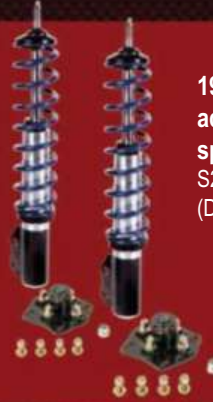
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OF THE MONTH



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Alley

Stand up and salute! Say hello to Petty Officer 3rd Class Alley Johnston, an electronics technician aboard the USS *Pinckney*. Alley was born in the great state of Texas and is currently stationed in San Diego, California.

We should tell you that Alley is no stranger to the Mustang world. She has owned everything from a Fox-body 5.0L to a Shelby GT500. Currently she is the proud owner of a 2008 Dark Highland Green Bullitt, serial number 2570. This Mustang is equipped with a GT500 clip, a Hurst short throw shifter, a roll bar, a Ford Performance Racing Parts exhaust, and a Roush M90 Supercharger. The Bullitt has made an estimated 435 hp and over 400 lb-ft of torque. Alley makes it clear that she loves her car and plans to add many more modifications to it, but she also wants another Shelby in the future.

If you're lucky enough to attend the annual SEMA Show in Las Vegas this year, you may find Alley drumming up some attention so she can start racing at the local tracks. Take note: Alley isn't just a pretty redhead who can drive at the track; she can also take care of business in the garage. In case you were wondering, "Mustang Alley" is happily married to her husband, Logan Johnston, who is also active duty in the U.S. Navy. 🇺🇸

➤ If you think you're Babe of the Month material, send your Mustang-related bio and a few photos to finish.line@enthusiastnetwork.com (please put "BOTM" in the subject line). Our editors will select a winner each month.



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How It Works: Underdrive Pulleys

One of the questions we often get asked is what are the best quick, cheap, and easy-to-install performance part for late-model Mustangs? That's not easy to answer because there are many things to consider when upgrading your pony in search of more power. When it comes to horsepower gains that don't break the bank, nothing's quite as effective as a set of underdrive pulleys, but you need to understand how they work as well as what the benefits and drawbacks are.

Underdrive pulleys are perfect for track cars that don't require a lot of electrical power to make a few passes. For those of you who like to hit the road course tracks, underdrive pulleys will allow you to get a little extra power and throttle response out of your Mustang while keeping your charging system working. The area that might be up for debate is a street driven/daily driver Mustang that sees a fair bit of rush hour traffic with the air conditioning blowing and the loud tunes going. You can still run them, but you need to be aware of the effects that a smaller crank pulley

will have on the overall performance of your accessories.

Pulleys 101

In a late-model Mustang, the crankshaft pulley drives the serpentine belt, which spins the accessories, such as the power steering, A/C, water pump, and alternator. The objective of an underdrive pulley is to slow down the accessories in order to reduce the parasitic power loss on the engine. This is achieved by using a crankshaft pulley with a smaller diameter than stock, which slows the serpentine belt. Many underdrive pulley sets are also available with a slightly smaller alternator pulley to help increase the operating speed of the alternator to keep the charging system functioning at an optimum level.


Benefits

Underdrive pulleys will yield a small increase in horsepower anywhere from 8 to 15 hp. This is accomplished by reducing the amount of power needed to drive the engine accessories that eat up precious horsepower. A smaller crank

pulley ensures that the accessories will spin slower, which results in less parasitic power loss than the stock-sized pulley can offer. On top of that, underdrive pulleys are ideal for high-rpm track engines since they can keep the alternator from overcharging as well as eliminate overheating issues that can occur when the water pump spins too fast, leading to cavitation of the coolant. On top of these benefits, underdrive pulleys can also increase fuel economy by 2 to 3 mpg since the engine is not working as hard to spin the accessory drive.

Things to consider

Underdrive pulleys are an awesome and effective way of freeing up horsepower, but before you decide to pull the trigger on this type of upgrade, you need to consider the needs of your particular charging system as well as your cooling system. Your charging system might see a larger amp draw than a typical stock configuration if your car features a large stereo system, electric fans, or other electrical accessories that suck up a lot of juice. The key thing is to figure out how hard the alternator is currently working. If you are driving your Mustang in hot weather with the A/C on full blast, you might have to upgrade to a higher-amp alternator in order to keep your charging system operating at an optimum level. In some cases, the stock alternator will only produce enough power to charge the battery while you're running down the road. Factor in a rainy night when you need your lights, windshield wipers, and heater, and you can see just how easy it is to overwhelm the charging system.

Beyond that, you have to consider the cooling system and whether or not you will be using a radiator fan clutch or an electric fan. A fan that spins slower could make your engine run hot, especially in bumper-to-bumper traffic where airflow through the radiator is reduced. A simple remedy for this is to upgrade to an electric fan to keep the engine running cool. situation. 



Since a picture is worth a thousand words, we decided to prove to you that underdrive pulleys will absolutely work on most Mustangs out there. Our Mustang features a set of underdrive pulleys as well as an electric radiator fan; the alternator is charging at just over 12 volts at idle, which is perfectly acceptable for our needs. The voltage quickly goes up as soon as the car pulls away from a stop.



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- Available for V6, GT & Cobra

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DOUG JOHNSON • ROCKWALL, TX • 2012 MUSTANG GT

2012 5.0 Premium Package With Show and Go

Texas resident Doug Johnson now owns his fourth Mustang, a six-speed 2012 Mustang 5.0 equipped with Ford's Premium Package. Doug installed a few performance modifications, such as Flowmaster Outlaw axle-back mufflers, a JLT carbon fiber cold air intake, and a tune by HPP Racing. For better handling, suspension mods were added in the form of Eibach Pro Series springs, shocks and struts, and an MBR adjustable Panhard bar. To really set off the exterior, Doug added Foose Legend wheels (20x8.5 front, 20x10 rear). Among the Mustangs he previously owned are a 1968 289 coupe, a 1983 GLX 5.0, and a 1999 GT.



JEREMY AND CRYSTAL DUGAN • MAYS LICK, KY • 2004 SALEEN S281SC

One Rare DSG 2004 Saleen S281SC

Jeremy and his wife, Crystal, are the proud owners of this rare 2004 Saleen S281SC (No. 146). Saleen built 521 total S281 cars in 2004. Of those, only 101 were given superchargers. This is just one of two 2004 Saleen S281s slathered in Dark Shadow Gray. As people do with most rare cars, the couple kept this car completely stock, with just a mere 7,500 miles accumulated on the clock. The Dugans plan to add some miles to the car by hitting up car shows during the summer.



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ROY WORRELL, JR. • SHAMONG, NJ • 1993 MUSTANG GT

Quarter-Mile Dominating 1993 Mustang GT

Roy Worrell, Jr. of New Jersey owns this Metallic Grey 1993 GT with quite the mod list. Under the hood sits a stock block 302 built by Fonse Performance located in Erial, New Jersey. Performance parts include GT40P heads, a custom grind cam, Edelbrock Performer 5.0 intake, and a Vortech V-1 blower pushing 10 pounds when needed. The suspension is stock with double adjustable upper and single adjustable lower rear arms. The transmission is a C-4 built by Steve Gorman at Precision Transmissions. Inside the car is an eight-point rollcage and Kirkey seats to keep Roy safe and snug. As it is right now, Roy currently races 11.50 index at such local tracks as Cecil, Maple Grove, and Englishtown. A big thanks goes out to his dad, his girlfriend, Fonse Performance, Rob Shoemaker, Precision Transmissions, and many others along the way.



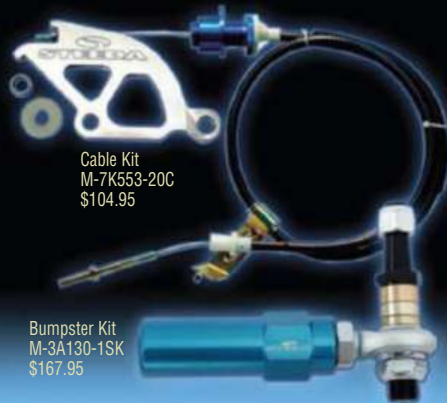
JOHN BREZICKY • PITTSBURGH, PA • 1990 MUSTANG GT

3-Valve Swapped Fox-Body 'Vert

Pittsburgher John Brezicky owns this unique 1990 Mustang GT Fox-body convertible. This isn't your run-of-the-mill Fox-body 'vert. It has a 4.6L Three-Valve, with quite a few mods gracing the engine bay. After helping his brother work on his 2007 GT, John received the free 4.6L 3V motor and decided to swap it into his Fox-body. Mods include underdrive pulleys, a Ford Racing controls pack, homemade charge motion delete plates, custom long tube headers, and a T-45 transmission. It was also given a five-lug conversion and has 18-inch Saleen replica wheels by ZR.

WANT YOUR RIDE FEATURED? Send photos with complete information to *Muscle Mustangs & Fast Fords Snapshots*, 1821 E. Dyer Rd., Ste. 150, Santa Ana, CA 92705, or email finish.line@enthusiastnetwork.com.

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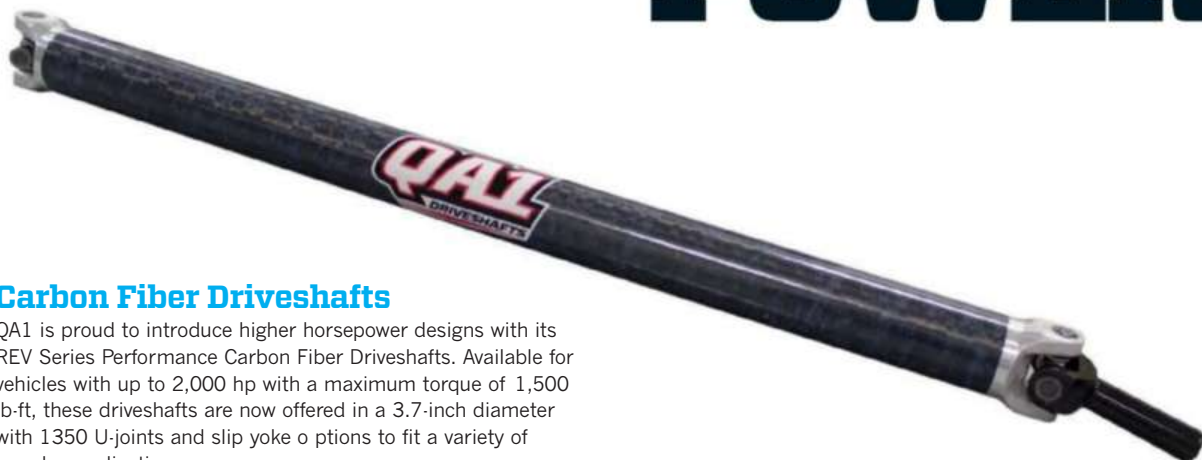
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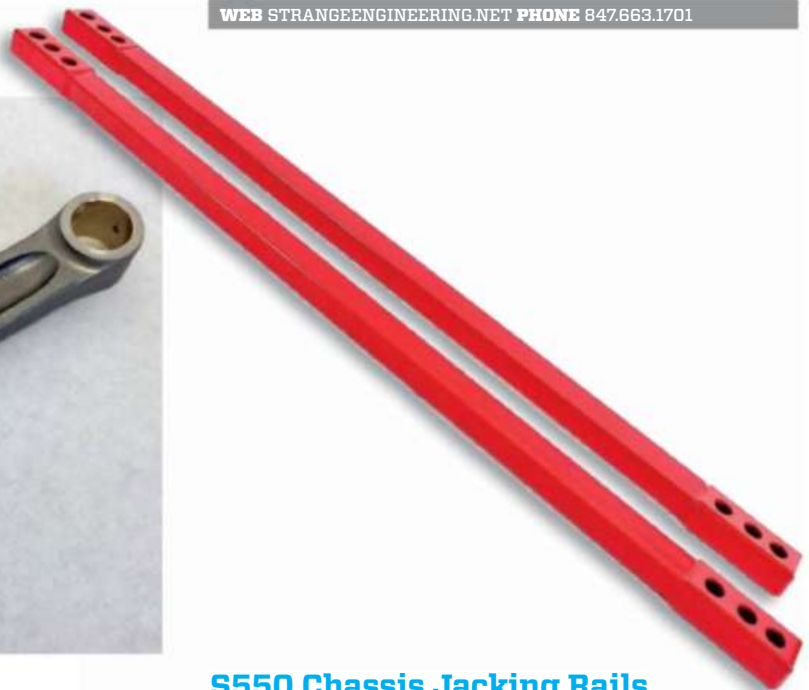
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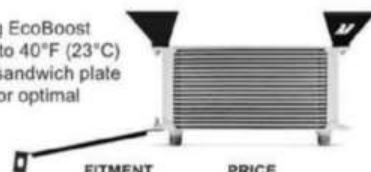


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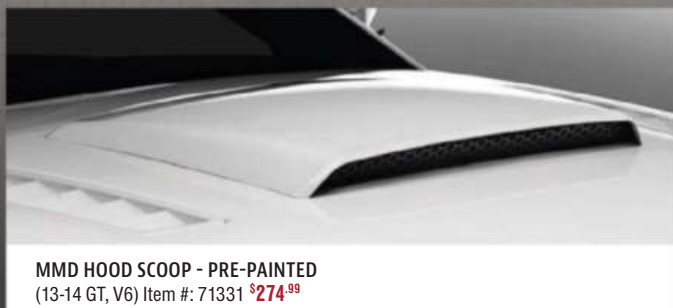
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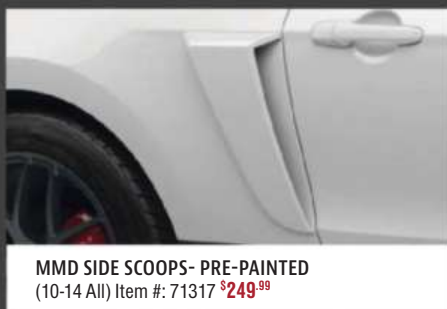
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